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DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS FOR 1994

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Department of Transportation and Re...

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BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS
HOUSE OF REPRESENTATIVES

ONE HUNDRED THIRD CONGRESS

FIRST SESSION

SUBCOMMITTEE ON THE DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS

BOB CARR, Michigan, *Chairman*

RICHARD J. DURBIN, Illinois	FRANK R. WOLF, Virginia
MARTIN OLAV SABO, Minnesota	TOM DeLAY, Texas
DAVID E. PRICE, North Carolina	RALPH REGULA, Ohio
RONALD D. COLEMAN, Texas	
THOMAS M. FOGLIETTA, Pennsylvania	

DELACROIX DAVIS III, RICHARD E. EFFORD, CHERYL L. SMITH, and LINDA J. MUIR,
Subcommittee Staff

PART 7B

(Pages 1293–2874)

TESTIMONY OF MEMBERS OF CONGRESS AND PUBLIC WITNESSES

Printed for the use of the Committee on Appropriations

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HEARINGS

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DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS FOR 1994

TESTIMONY OF MEMBERS OF CONGRESS AND PUBLIC WITNESSES

THURSDAY, MAY 6, 1993.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

WITNESSES

HON. JULIAN DIXON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

HON. DIANNE FEINSTEIN, A UNITED STATES SENATOR FROM THE STATE OF CALIFORNIA

HON. ESTEBAN E. TORRES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

HON. LUCILLE ROYBAL-ALLARD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

HON. JERRY LEWIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

HON. DAVID DREIER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CARR. We will call the committee to order.

We are pleased to have with us this morning, our colleagues, the Honorable Jerry Lewis, the Honorable David Dreier, Senator Feinstein, the Honorable Esteban Torres, and most important of all, our colleague and fellow Subcommittee Chairman, the Honorable Julian Dixon. Good morning.

Mr. DIXON. Thank you very much, Mr. Chairman, good morning. I assume that we could start since we are here.

Mr. CARR. You are on. Like I told you last night, however, the longer you talk, the less money you get.

Mr. DIXON. Right. I had planned to make a 45-minute address, but I have now cut it down to 15.

We are pleased to be here this morning, Mr. Chairman, to present the 1994 request for the Metro Rail System in Los Angeles of $190 million. Basically, as you are well aware, that system opened on January 30th of this year, and the first 4.4 miles is operating very well.

Also, the second good news is that we had a consolidation of the planning function of transportation in Los Angeles County and the operating function and the new organization is now called the Metropolitan Transit Authority. It is headed by a gentleman from New

York who is the executive director, Franklin White, whom you have met and will appear before you later.

Also, I am pleased that we still have a strong bipartisan coalition supporting the effort. Not only are there Federal funds involved, but as you know the State and county are providing a substantial amount of money for this Metro Rail System.

With that, I would just like to point out to you the obvious, that we have a panel of Republicans and Democrats, all of whom are supporting this program. To my far right is Jerry Lewis, who is a member of the Appropriations Committee; and next to him is the outspoken member of the Rules Committee, Mr. David Dreier; and a new member of our delegation, whose father was so active in seeing that the Red Line extension provided transportation to the east side of Los Angeles, Lucille Roybal-Allard; and to my left the senior Senator from California, Dianne Feinstein; and last but not least, a new member of the Appropriations Committee, Esteban Torres.

I know that time is of the essence, so I will call on our senior Senator and then move to other Members.

[The prepared statement of the Hon. Dixon follows:]

STATEMENT OF THE

HONORABLE JULIAN C. DIXON

BEFORE THE

HOUSE APPROPRIATIONS SUBCOMMITTEE

ON TRANSPORTATION

FISCAL YEAR 1994 REQUEST FOR

CONGRESSIONAL PUBLIC WITNESSES

THE LOS ANGELES METRO RAIL SYSTEM

MAY 6, 1993

GOOD MORNING, MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE.

WE ARE PLEASED TO COME BEFORE YOUR SUBCOMMITTEE THIS MORNING TO SHARE WITH YOU AND SUBCOMMITTEE MEMBERS A NEW DIRECTION FOR THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AND TO SEEK YOUR CONTINUED SUPPORT FOR THE LOS ANGELES COUNTY METRO RAIL SYSTEM. BUT FIRST, MR. CHAIRMAN, I WOULD LIKE TO INTRODUCE OUR PANEL/GUESTS MEMBERS.

I AM JOINED THIS MORNING BY OUR DISTINGUISHED COLLEAGUE FROM THE SENATE, SENATOR DIANNE FEINSTEIN, AND BY FOUR OF OUR ESTEEMED SOUTHERN

CALIFORNIA COLLEAGUES -- ESTEBAN TORRES, DAVID DREIER, JERRY LEWIS, AND ONE OF THE NEWEST MEMBERS OF OUR DELEGATION, LUCILLE ROYBAL-ALLARD.

WE ARE ALSO JOINED BY THE CHAIRMAN OF THE NEW LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, LOS ANGELES CITY COUNCILMAN RICHARD ALATORRE; MTA'S NEW EXECUTIVE DIRECTOR, MR. FRANKLIN WHITE; MR. RAY REMY, PRESIDENT OF THE GREATER LOS ANGELES CHAMBER OF COMMERCE; AND MR. RON LAMB, EXECUTIVE DIRECTOR OF THE GREATER LOS ANGELES TRANSPORTATION COALITION.

MR. CHAIRMAN, WE COME TODAY TO SHARE WITH THE SUBCOMMITTEE THE ACCOMPLISHMENTS AND FUTURE

PLANS AND PROJECTIONS FOR THE LOS ANGELES COUNTY METRO RAIL SYSTEM.

WE ALSO HAVE TWO OTHER PRIMARY GOALS: TO SEEK CONTINUED FUNDING TOWARD THE COMPLETION OF THE LOS ANGELES COUNTY METRO RAIL PROJECT, AND FUNDING CONSTRUCTION OF THE UNION STATION GATEWAY PROJECT.

AS YOU KNOW, FOR SOME TIME, THE LOS ANGELES METRO RAIL PROJECT HAS BEEN GUIDED BY TWO ORGANIZATIONS - THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC) AND THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD). TO ELIMINATE DUPLICATION AND REDUCE SPENDING, ON FEBRUARY 1, 1993, THESE TWO ORGANIZATIONS WERE MERGED TO FORM THE LOS

ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA).

FRANKLIN WHITE, MTA'S NEW NEW EXECUTIVE DIRECTOR SINCE MID-APRIL OF THIS YEAR, COMES TO MTA FROM THE NEW YORK STATE TRANSPORTATION COMMISSION, WHERE HE SUPERVISED AN ANNUAL BUDGET OF $4.3 BILLION AND 11,500 EMPLOYEES. DURING HIS TENURE, HE OVERSAW THE MODERNIZATION OF THE NEW YORK CITY SUBWAY SYSTEM AND THE CONSTRUCTION AND REPAIR OF 16,000 MILES OF ROADS AND 8,500 BRIDGES IN NEW YORK STATE. AS EXECUTIVE DIRECTOR OF THE MTA, MR. WHITE WILL OVERSEE OUR 30-YEAR, $183 BILLION TRANSPORTATION BLUEPRINT.

MR. WHITE IS A DETAIL-ORIENTED MANAGER WHO

BELIEVES THAT GOVERNMENT AGENCIES SHOULD BE RUN WITH THE RIGOROUS ACCOUNTABILITY OF A PRIVATE BUSINESS. I AGREE!

UNDER HIS GUIDANCE AND LEADERSHIP, MTA WILL CONTINUE TO MOVE FORWARD TO PROVIDE FOR THE CONTINUED DEVELOPMENT AND CONSTRUCTION OF OUR OVERALL TRANSPORTATION GOALS.

LET ME TELL YOU ABOUT A FEW OF MTA'S ACHIEVEMENTS TO DATE.

TO BEGIN WITH, THE METRO RAIL SYSTEM OPENED THE FIRST 4.4 MILES OF THE RED LINE SEGMENT ON JANUARY 30, 1993. THIS WAS AN HISTORIC OCCASION FOR THE RESIDENTS OF LOS ANGELES. THE RED LINE, WHEN LINKED WITH METRO'S BLUE LINE AND THE COMMUTER RAIL - THE METRO LINK - WILL HAVE A DAILY RIDERSHIP OF THOUSANDS OF PASSENGERS.

SINCE ITS OPENING, THE RED LINE HAS CARRIED APPROXIMATELY ONE AND A HALF MILLION RIDERS WITH A DAILY RIDERSHIP OF BETWEEN 13,000 AND 15,000 PASSENGERS. WHEN THE THREE OTHER STATION EXTENSIONS ARE COMPLETED, THE RED LINE WILL SERVE AS THE BACKBONE FOR MANY TRANSIT-DEPENDENT COMMUNITIES.

WE PROUDLY NOTE THE COMPLETION OF ANOTHER SEGMENT OF THE METRO RAIL IN JULY 1990, THE DATE WHEN METRO'S BLUE LINE WAS PLACED INTO SERVICE. SINCE ITS INAUGURAL RUN, THE METRO BLUE LINE HAS CARRIED MORE THAN EIGHT MILLION PASSENGERS, WITH A DAILY RIDERSHIP OF WELL ABOVE OUR ESTIMATES. IN THE MONTH OF MARCH 1993, FOR INSTANCE, THE BLUE LINE CARRIED A RECORD 39,375 PASSENGERS EACH WEEK DAY.

LOS ANGELENOS, WHO HAVE HISTORICALLY BEEN AUTO DEPENDENT, ARE EMBRACING PUBLIC TRANSIT. THESE RIDERSHIP FIGURES SUPPORT OUR BELIEF THAT THE SYSTEM IS WORKING.

MR. CHAIRMAN, LET ME TURN NOW TO THE IMPORTANT REASONS WE APPEAR BEFORE YOU TODAY. WE COME WITH TWO REQUESTS.

FIRST, WE REQUEST FUNDING FOR THE RED LINE OF THE LOS ANGELES METRO RAIL FOR FISCAL YEAR 1994 IN THE AMOUNT OF $190 MILLION. OF THIS AMOUNT,

$70 MILLION WILL BE USED TO COMPLETE THE $667 MILLION FEDERAL SHARE FOR THE MINIMUM OPERABLE SEGMENT TWO - OR MOS-2.

THE BALANCE OF THIS AMOUNT - $120 MILLION - WILL BE USED FOR A SECOND YEAR OF FUNDING FOR METRO'S RED LINE MINIMUM OPERABLE SEGMENT 3 - OR MOS-3. THESE FUNDS WERE AUTHORIZED IN THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 (ISTEA) AND WILL BE DIVIDED EQUALLY, WITH $40 MILLION DEDICATED TO CONSTRUCTION OF THE METRO RAIL THREE EXTENSIONS: IN NORTH HOLLYWOOD TO MID-CITY/PICO SAN VICENTE, AND TO EAST LOS ANGELES.

THE SECOND PROGRAM FOR WHICH WE ARE REQUESTING FEDERAL ASSISTANCE IS THE UNION

STATION GATEWAY PROJECT. THIS MULTI-MODAL BUS FACILITY WILL BE A TRANSPORTATION HUB -- LINKING THE METRO RAIL RED LINE WITH THE COMMUTER RAIL NETWORK, THE BLUE LINE, AND BUS SERVICE. WE ARE ASKING FOR $18 MILLION FOR CONTINUED CONSTRUCTION ON THIS PROJECT FOR FY 1994.

IT IS IMPORTANT THAT WE CONTINUE TO BRING PUBLIC TRANSIT SYSTEMS TO ALL OF LOS ANGELES AND TO PROVIDE THESE OPPORTUNITIES TO COMMUNITIES THAT ARE HIGHLY TRANSIT DEPENDENT. PROVIDING FUNDING FOR THE DESIGN AND CONSTRUCTION ON SEGMENT 3 WILL PROVIDE FOR THESE OPPORTUNITIES.

THE CIVIL DISTURBANCE OF LAST SPRING IS STILL A PAINFUL REMINDER OF WHAT HAPPENS WHEN

MINORITY COMMUNITIES NEED JOBS, EDUCATION, AFFORDABLE AND QUALITY HOUSING, HEALTH CARE AND A VIABLE MEANS OF TRANSPORTATION. ETHNICALLY DIVERSE NEIGHBORHOODS ARE DESPERATELY IN NEED OF URBAN RENEWAL AND REDEVELOPMENT AND THE DEVELOPMENT OF TRANSIT SYSTEMS.

THE MID-CITY/PICO SAN VICENTE STATION, ALONG WITH THE NORTH HOLLYWOOD AND EAST LOS ANGELES LOCATIONS, WILL PROVIDE SERVICES TO A BROAD AND ETHNICALLY DIVERSE COMMUNITY COMPOSED OF ASIANS, LATINOS, AND AFRICAN AMERICANS WHO HAVE TRADITIONALLY BEEN TRANSIT DEPENDENT, AND HAVE THE SAME NEEDS AS OUR MORE AFFLUENT NEIGHBORHOODS, BUT LACK THE OPTIONS OF GETTING TO AND FROM THOSE LOCATIONS.

WHEN I CAME TO CONGRESS IN 1979, THE DEVELOPMENT OF A TRANSIT SYSTEM IN THE CITY OF LOS ANGELES WAS NOTHING MORE THAN A DREAM. THE FIRST ATTEMPT AT SUCH A SYSTEM WAS KNOWN AS THE "LOS ANGELES DOWNTOWN PEOPLE MOVER." THIS PROJECT WAS EVENTUALLY ELIMINATED, BUT THE DREAM DID NOT DIE.

IN THE EARLY 1980s, THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (SCRTD) RECEIVED EARLY PLANNING FUNDS FROM A LOCAL PROPOSITION INITIATIVE WHICH EARMARKED A ONE-HALF CENT SALES TAX FOR PUBLIC TRANSPORTATION, AND FROM FEDERAL FUNDS. THESE FUNDS ALLOWED THE CITY AND THE RTD TO MOVE FORWARD ON A SYSTEM THAT NOW ENJOYS WIDESPREAD BIPARTISAN SUPPORT IN CONGRESS AND ENTHUSIASM AMONG LOS ANGELES RESIDENTS.

WE ALL REALIZE THAT THE METRO SYSTEM, EVEN WHEN FULLY COMPLETED, WILL NOT REPLACE AUTOMOBILES NOR WILL IT ALLEVIATE OR ADDRESS THE VARIED CONCERNS OF THE MINORITY COMMUNITY.

IT WILL, HOWEVER, PROVIDE AUTOMOBILE DRIVERS WITH ALTERNATIVES TO TRAVELING ON CONGESTED FREEWAYS, AND PAYING HIGHER GASOLINE PRICES. SIGNIFICANTLY, IT WILL IMPROVE LOS ANGELES' AIR QUALITY -- A MAJOR GOAL OF THE CLEAN AIR ACT.

THE SYSTEM WILL ALSO AID IN SPURRING RESIDENTIAL AND ECONOMIC DEVELOPMENT IN MANY COMMUNITIES THAT HAVE LONG BEEN NEGLECTED BY OTHER TRADITIONAL ENTITIES.

L.A.'S METRO RAIL PROJECT WILL CONTINUE TO PROVIDE THOUSANDS OF JOBS FOR RESIDENTS IN THE CITY WHILE AFFORDING MANY RESIDENTS THE OPPORTUNITY TO TRAVEL TO OTHER JOB-RICH AREAS OF THE CITY. IT WILL OFFER EDUCATIONAL OPPORTUNITIES AND TECHNICAL TRAINING PROGRAMS FOR INNER CITY STUDENTS AND OTHER TRANSPORTATION PROFESSIONALS.

IT WILL IMPROVE THE QUALITY OF LIFE FOR MANY RESIDENTS WHO HAVE LIMITED TRANSPORTATION CHOICES.

I KNOW WE HAVE A LOT MORE WORK TO DO TO COMPLETE THE SYSTEM. THE METRO RAIL PROJECT IS PART OF AN OVERALL AMBITIOUS TRANSPORTATION NETWORK COSTING AROUND $183 BILLION OVER A

THIRTY YEAR PERIOD. WE WANT IT TO SUCCEED, BUT TO REACH OUR GOAL WE WILL NEED THE CONTINUED SUPPORT OF OUR COLLEAGUES ON THE TRANSPORTATION SUBCOMMITTEE AND THE REST OF THE HOUSE OF REPRESENTATIVES.

AGAIN, MR. CHAIRMAN, THANK YOU FOR YOUR PAST SUPPORT AND FOR ALLOWING US THIS OPPORTUNITY TO PRESENT OUR PROGRAMS FOR TRANSPORTATION IN LOS ANGELES FOR FY 1994.

Mr. CARR. Senator, welcome.

Senator FEINSTEIN. Thank you very much, Mr. Chairman, and thank you very much, Congressman Dixon. I am very pleased to join the Congresspeople here today, as well as the MTA, in first of all supporting full funding of ISTEA.

From the perspective of California, it is vital and it is necessary; but most importantly, I want to speak today on behalf of the Los Angeles request. Los Angeles, as you know, is one of the largest metropolitan areas in America, but it still has no completed subway system. The region has the worst air quality in the United States, and it has, I think, unbelievable traffic congestion.

I am a northerner; I have lived in the south for about three years. I also lived there for five years thirty years ago. I have seen the difference in the air quality, as well as the congestion; and I guess the average speed on a freeway today is 28 miles an hour. If nothing is done by the year 2010, it is going to drop to something like 18 miles an hour. So gridlock isn't only in the Senate; it is really on the streets and the roads of Los Angeles.

The two projects that are before you today—the Metro Rail System is the system that would touch five separate areas of Los Angeles. One of these areas, for example, along the Wilshire corridor, has the highest individual bus-boarding of 60,000 people a day of any bus-boarding in America; so it is number one in terms of its impact of what it could do to relieve congestion above the street by building this subway system.

As Mr. Dixon pointed out, the city is asking for $190 million for the continued design and construction of this system, $70 million for segment two and $120 million for segment three. We would like to add our strong support for that.

The next project is a project that impacts the five largest counties in southern California—Los Angeles, Ventura, Riverside, San Bernardino, and Orange Counties. It is the $8 million requested to continue the construction of the Union Station Gateway project. This is a hub facility for rail and buses, and it will serve, again, the largest five counties.

Bottom line, Mr. Chairman, without these two projects, Los Angeles will not be able to meet the air attainment standards. With them, they can; and I think they are extraordinarily important. They come at the top of a California priority list.

Now, I will also be submitting a full statement on other projects which I hope you will take a look at, and in those we will talk about some northern California projects as well; but I did want to take some time to be here this morning to indicate my strong support for this delegation and for these two projects. And for full funding.

Mr. CARR. Thank you, Senator.

[The prepared statement of the Hon. Feinstein follows:]

STATEMENT OF SENATOR DIANNE FEINSTEIN

UNITED STATES HOUSE OF REPRESENTATIVES

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON TRANSPORTATION

THURSDAY, MAY 6, 1993

Mr. Chairman and other distinguished members of the Committee, I would like to thank you for the opportunity to appear before you today and to join my colleagues in the House of Representatives in requesting FY 94 federal transportation appropriations for California.

Federal transportation funding has always been vitally important to my state, particularly in the densely populated Los Angeles area. Los Angeles is a great place to live and work and has many attributes, but, as you know, we also have the worst air quality in the nation and horrible traffic congestion.

Los Angeles, and the entire State of California, recognizes that there are transportation shortfalls and we are actively working to improve the quality of life for every resident of the state. In addition to a one cent sales tax that is dedicated to transportation improvements, Los Angeles has adopted a 30 year plan that envisions expenditures totaling $186 billion for various transportation projects and improvements. With a population of nearly 9 million people, I am pleased that a light rail system is currently under construction and operating, and should be completed soon.

Recently, the Los Angeles area has made great strides in transportation:

* The "Blue Line" opened in 1990. This 22 mile light rail system provides service from Long Beach to downtown Los Angeles. It was originally projected to carry approximately 8000 riders per day, and is far exceeding that number. The "Blue Line" was funded entirely with local and state funds.

* The "MetroLink" system opened in 1992. This commuter rail service provides extensive service from San Bernardino County, Ventura County and Orange County to downtown Los Angeles. This vast system was built using rails and rights-of-way that were purchased from the Union Pacific, Santa Fe and Southern Pacific Railroads, using solely state and local monies.

* MetroRail's 4.4 mile "Red Line" opened last January and will become a 22 mile subway serving the central corridor between East and West Los Angeles, and the San Fernando Valley. This project is also funded, on a matching basis, with local and state funds.

Today, we are seeking your continued support for federal funds to help the transportation needs of California and Los Angeles. In addition to full funding for the Intermodal Surface Transportation Efficiency Act (ISTEA) -- which is vitally important not only to the State of California, but to the entire Nation -- we also seek appropriations for the following important projects in the Los Angeles area.

First, we are requesting $190 million for the continued design and construction of the Metro Rail system ($70 million for Segment 2 and $120 million for Segment 3). This important project is designed to provided badly needed relief to our overburdened streets and highways, and would bring convenient, affordable, and clean transportation to the millions of people who live and commute in Los Angeles each day.

As you know, Segment 2 of the Metro Rail system is currently under construction with a funding agreement already in place. This 6.7 mile extension would extend the subway to Hollywood and to the Mid-cities area of Los Angeles. Part of this extension would open in 1996, with the remainder opening in 1998.

Segment 3 of the Metro Rail system was mandated by ISTEA and a funding agreement is currently being negotiated with the Department of Transportation. This 11 mile portion of the subway would serve East and West Los Angeles, and extend to the San Fernando Valley. The $120 million requested would be distributed among the three extensions (East, West, and North into the San Fernando Valley), each receiving equal shares of $40 million.

Finally, we are also requesting $18 million to continue construction of the Union Station Gateway Project. This project is a multimodal facility which will provide the hub for the Red and Blue lines, as well as for the MetroLink commuter rail system and bus operations.

Mr. Chairman, thank you again for this opportunity to testify before you, and thank you for your continued support. I would also like to submit testimony on behalf of other transportation projects throughout California and also urge your support for these important projects as well. I look forward to working with you on these and other transportation-related issues in the future.

Mr. CARR. Mr. Lewis.

Mr. LEWIS of California. Mr. Chairman, I appreciate very much your courtesy. I know that you are aware of the fact that I was going to appear this afternoon on behalf of the Ontario Airport project, and I–15 and I–40, but I am going to submit that testimony for the record.

Instead, I am here, even though my district is 50 miles away from the heart of Los Angeles, because Senator Feinstein twisted my arm so hard I had to come this morning. The fact is that the L.A. metropolitan area is fundamental to the future growth and economic welfare of all of that region, and transportation, of course, is the key.

My district, however, is perhaps the most smog-impacted district in the country, and without improved transportation systems, we are not really going to solve that problem. And so the importance of this ongoing funding that the subcommittee has been so generous about in the past is critical to our future.

We appreciate your serious consideration, and I will be chatting with you quietly somewhere near the subbasement, in that facility where we spend time together.

Thank you, Mr. Chairman.

Mr. CARR. Thank you.

[The prepared statement of the Hon. Lewis of California follows:]

STATEMENT OF CONGRESSMAN JERRY LEWIS

BEFORE THE

TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE

May 6, 1993

On Behalf Of

The Los Angeles County Metropolitan Transportation Authority

STATEMENT OF CONGRESSMAN JERRY LEWIS

Mr. Chairman, and Members of the Subcommittee, I appreciate the opportunity to appear before you and present this statement on behalf of transportation improvements that are necessary and urgently needed in the Los Angeles area.

As you may know, my Congressional District is not in Los Angeles County. I represent an area East and Northeast of Los Angeles, but many of my constituents work in Los Angeles, and all of us are dependent upon the Los Angeles economy, perhaps, in one way or another. And, we -- in my area -- are the recipients of the air pollution which is generated in the Los Angeles basin.

Thus, I am here today for two reasons: first, I want to improve the mobility of the people of my region, and secondly, I want to reduce auto emissions in the Southern California region.

In the early 1980's, Los Angeles made a bold decision to construct a mass transportation system that would take us into the next century, and would rival the highway system as an alternative to the private automobile.

And now, we are seeing the first fruits of that labor. In 1990, the Blue Line -- a light-rail line from Long Beach to downtown Los Angeles -- opened. This was accomplished with our own state and local funds.

Last year, 1992, the MetroLink commuter rail system was inaugurated. This service provides convenient, affordable rail service from the eastern portion of Los Angeles into Union Station, in downtown Los Angeles. This service will be expanded into the area that I live, and will represent an attractive alternative to the highway system for the people of my area.

Then, in January 1993, the Los Angeles Metro Rail "Red Line" service was inaugurated. This initial 4.4 mile segment is currently operating. The second segment of the "Red Line" is underway, and service for a portion of the subway segment will commence in 1996, with the remainder opening in 1998. The Federal share of this segment is approximately half of the cost of construction, or $667 million. We are asking for $70 million in FY 94 to complete this second part of the subway.

The third segment of the Metro Rail System is divided into three extensions: one extension would proceed east from Union Station; another extension would go from Hollywood into the San Fernando Valley, and the last extension would go into West Los Angeles. Negotiations are currently underway with the Department of Transportation to finalize a Full Funding Grant Agreement, which will follow the requirements of the Intermodal Surface Transportation Efficiency Act. The state and local share will again be approximately 50 per cent. We are asking for $120 million to design, and commence construction on each of these three extensions. Each extension would receive an equal share or $40 million, and each extension would be designed to open in 2001.

When completed, a person in my area could travel to Los Angeles on the MetroLink commuter rail line, arrive at Union Station, and then proceed to Long Beach, the San Fernando Valley, the Los Angeles International Airport, or West Los Angeles -- all on public transportation, all on a network of rails, with the Metro Red Line providing the "hub" of this system.

In addition to the funds that we are requesting for the Metro Rail project, we are seeking $18 million to continue the construction of the Union Station Gateway project. This project, located a historic Union Station, would be a bus facility that could accommodate 100 buses per hour. At this location, the AMTRAK, MetroLink, the Red Line, and the Blue Line converge, and form a multimodal transportation hub.

In order to create greater efficiency, and provide a better system of the delivery of transportation to the people of the Los Angeles area, the Southern California Rapid Transit District merged with the Los Angeles County Transportation Commission to form a new agency on April 1, and that agency is the new Los Angeles County Metropolitan Transportation Authority. With us today, is the new Chief Executive Officer, Mr. Franklin White, and I want to welcome him today to his new assignment, and wish him the very best of luck.

Again, Mr. Chairman, thank you for allowing us this time to present to you the programs, the plans, and the needs for transportation in the Los Angeles area.

STATEMENT OF CONGRESSMAN JERRY LEWIS

BEFORE THE

TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE

May 6, 1993

On Behalf Of

The California-Nevada-Arizona
Economic Lifeline Project

Statement Of Congressman Jerry Lewis

California-Nevada-Arizona Economic Lifeline Project

Design Phase For Interstate 15 Widening

Mr. Chairman and members of the Subcommittee, I am here today to request continued funding for the Interstate 15/40 California-Nevada-Arizona Economic Lifeline Corridor project. The importance of this highway project to the three economies of southern California, southern Nevada and northern Arizona is significant.

As you may know, Interstates 15 and 40 run through the southern California desert, which is located in my district, and are the exclusive ground transportation routes linking the three state economies. They are the sole lifelines for millions of people, providing the only access to a 60,000 square mile area. Congestion and gridlock along I-15 between Barstow, CA and Victorville, CA and I-40 in the immediate Barstow vicinity have continued to worsen, especially on holiday weekends and Sunday evenings.

We first began this corridor project in ISTEA with initial funds for a truck flyover and interchange in Barstow, where I-40 meets I-15. The next step with the project is to widen I-15 between Barstow and Victorville. On August 13, 1991, Caltrans approved a project study report to widen I-15 to six lanes between Barstow and Victorville. The lanes will be added to the outside of the existing four lanes and will cover a distance of 27 miles. This widening will improve traffic conditions for recreational, commuter and commercial traffic on I-15 that is expected to reach 70,000 vehicles per day by 2015. This will be twice the present volume and will include 28 percent trucks.

The design phase cost is estimated at $12 million which would fund the project report, the environmental study and the detailed design of the project. If this design project is funded, it would directly employ a design staff of approximately 120 people. However, the biggest benefit, though, would be the improvement to I-15. With the additional lanes, the increasing traffic volume will be able to use this primary arterial link to southern California, southern Nevada, and northern Arizona more efficiently and effectively.

To make this project work, significant local cost-sharing and commitments by these three States have been necessary.

Therefore, Mr. Chairman, we ask the Subcommittee to provide $12 million to implement this interstate viability undertaking. The infrastructure needs and the economies of three key western States will be served and the Interstate system will be properly maintained. This goal surely is the basic intent of your distinguished Subcommittee.

Mr. **Dreier**. Thank you very much, Mr. Chairman. Let me first say that I want to extend congratulations to you. This is the first time that I have had the honor of testifying before you, and it is a real privilege. We all extend our congratulations to you on assuming this very important chairmanship.

Mr. **Carr**. Thank you.

Mr. **Dreier**. To let you know that representative government actually works very well here, and we are not simply weather vanes, one of my constituents called and said, doesn't David Dreier know that subways come from hell? Well, in spite of that fact, I have decided to strongly support this measure, as I have for the past several years; and I happen to believe that this really is the best route for us to take primarily due to the fact that we have such an incredible commitment of State and local support behind this, an amazing ratio which I believe bodes very well as a model for this committee to use in the future. And I think that the decision that you make here will be key to dealing with the fact that this is really the trunk of a tree which will address transportation concerns as far east as Jerry Lewis's district and in other parts of southern California.

So I want to thank you very much for the past support that you have provided and to let you know that we would very much appreciate your moving ahead here.

I would also like to join with Jerry in stating my strong commitment of support for the Ontario Airport issue, and hope very much that you will look on that favorably, too.

Thank you very much, Mr. Chairman.

Mr. **Carr**. Thank you.

[The prepared statement of the Hon. Dreier follows:]

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STATEMENT OF THE HONORABLE DAVID DREIER
BEFORE THE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE
May 6, 1993

Thank you, Mr. Chairman, for giving me this opportunity to discuss the transportation plans and programs of the Los Angeles area, and our requests for assistance in fiscal year 1994.

As you know, Mr. Chairman, the Los Angeles County Metropolitan Transportation Authority has enormous responsibilities in planning, programming, and operating public transportation systems and facilities in the Los Angeles area. Part of this responsibility is to design a system that will meet the transportation needs of the community well into the next century. They are now reviewing a 30-year plan, which envisions the expenditure of $186 billion, most of which will come from state and local sources.

An integral part of this plan is the Metro Rail "Red Line" subway, which will eventually stretch 22 miles, from downtown at Union Station to the San Fernando Valley, and into West Los Angeles, and East Los Angeles.

The current plans provide for this 22-mile corridor to represent the "spine," or the hub, of the rail transit system, with "feeder" lines converging at convenient locations. The

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"Blue Line" is such a feeder line, and we presently have a 22-mile line from downtown to Long Beach. This line opened in 1990, and was entirely funded by state and local sources of revenue.

There are plans for the extension of the Blue Line from Union Station to Pasadena. I applaud this decision, and I would like to see this line extended even further to the East to serve more of the population of the San Gabriel Valley.

But today, I am here to argue the merits of the Red Line, and the need to release monies from the mass transit account of the Highway Trust Fund to help meet our transportation objectives. As you know, Mr. Chairman, California is a donor state for Highway Trust Funds, and receives approximately 92 cents back for every dollar we contribute. We believe that it is only equitable that California gets back some of what we contributed in order to alleviate our transportation problems in the Los Angeles area.

The first segment (4.4 miles) of the Red Line opened in January of this year, and I was among those who attended the dedication ceremonies and rode on its maiden voyage. This first portion of the subway starts at Union Station, and traverses through the downtown Los Angeles area. The federal government helped us fund 50 percent of the construction costs, with the remainder paid by state and local funds.

The second segment is currently under construction, and the design is 80 percent complete, with construction 20 percent complete. The federal share of this project is 50 percent, or

$667 million. We are asking for $70 million in FY 94 to complete the federal obligation for this segment of the project.

The third segment, as mandated in the Intermodal Surface Transportation Efficiency Act, consists of three extensions: one to the East from Union Station into East Los Angeles; one to the West from Wilshire Boulevard and Western Avenue to Pico and San Vicente; and another to the North from Hollywood and Vine, into the San Fernando Valley.

For FY 94, we are requesting $120 million for Segment Three of the Red Line. These funds would be divided equally among the three extensions, with $40 million allocated to each. State and local governments would pay the other half of the construction costs.

With the completion of the 22-mile subway, and with extensions of the locally funded light-rail system, such as the Blue Line, the people of our area will have alternatives to the private automobile, we can have some relief on our clogged streets and highways, and we can address the air pollution problem.

Our final request, Mr. Chairman, is for $18 million to continue construction of the Union Station Gateway project. Currently at Union Station, we have the commuter rail system -- MetroLink -- the Red Line Subway, the planned Blue Line extension into Pasadena, AMTRAK, and a bus hub. This new Gateway project would link all these modes of public transportation, and establish a more convenient transfer point for those entering the city. Last fiscal year, we received $12.7 million, and we have already created 350 jobs in the construction industry with the development of this facility.

Mr. Chairman, these are very worthy projects that deserve their share of federal Highway Trust Funds. Thank you again for the opportunity to appear here today, and for considering our requests.

Ms. ROYBAL-ALLARD. Thank you, Mr. Chairman, for the opportunity to appear before you today in support of the Los Angeles transit program. In the interest of brevity, I will summarize the major points that I wish to make in support of these projects and request the Chairman's permission to revise and extend my remarks for the record.

Mr. CARR. Well, all of your statements will be in the record; and like I said, the longer you talk, the less money you get.

Ms. ROYBAL-ALLARD. I will talk real fast, Mr. Chairman. I will cut it down to an hour.

Mr. Chairman, I appear before you today to stress the importance of achieving parity in bus and rail service for the East Los Angeles community. The backbone of the MTA's 1.3 million patrons are the low- to moderate-income families who completely depend upon the availability of timely, affordable, and safe transit services. I support the MTA's request of $190 million for continued construction of the Metro Red Line, of which $120 million would be available for segment three extensions, including the East Side Extension.

As was the case in last year's transportation appropriations bill, I further request the inclusion of language allocating segment three funds equally among the three extensions.

In addition, I join my colleagues in requesting $18 million for the continued development of the Gateway Intermodal Transit Center at Union Station. This important project will serve as the transportation hub linking the various modes of public transportation from the five-county southern California region, including the Metro Red Line, Amtrak, Metrolink, the Blue Line light-rail extension, and local and express bus service to the Eastside communities.

Mr. Chairman, I am also vitally interested in working with you and Members of the subcommittee on the Alameda Corridor expansion, a project that is designed to improve highway and railroad access to the largest port complex in the United States. This important project will allow for the consolidation of railroad traffic onto a fully grade-separated right-of-way parallel to Alameda Street.

The project will eliminate existing highway rail conflicts, improve highway and rail safety, and significantly reduce traffic and pollution.

Later this year, I would like to sit down with you and your subcommittee to discuss the best way to meet the financial assistance needs of the Alameda Corridor project, which is pivotal in helping to sustain economic and trade growth in the Los Angeles area. Obviously, this involves a major cooperative effort at all levels of government, as well as the local business and community leadership.

Again, Mr. Chairman, we deeply appreciate the committee's past and continuing support and your strong leadership on behalf of Los Angeles. Thank you very much.

[The prepared statement of the Hon. Roybal-Allard follows:]

LUCILLE ROYBAL-ALLARD
33D DISTRICT CALIFORNIA

Committee on Banking, Finance,
and Urban Affairs

Subcommittee on Housing and
Community Development

Subcommittee on Consumer Credit
and Insurance

Committee on Small Business

Subcommittee on SBA Legislation and
the General Economy

Subcommittee on Minority Enterprise
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STATEMENT OF CONGRESSWOMAN LUCILLE ROYBAL-ALLARD
HOUSE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION
MAY 6, 1993

Thank you, Mr. Chairman, for the opportunity to appear before you today in support of our Los Angeles transit programs.

In past years, Congressman Roybal appeared before this Subcommittee many times in support of Los Angeles' pressing transit needs. Whenever he did so, as he did last year, he stressed the importance of achieving parity in bus and rail services for the East Los Angeles community.

It was because of that concern that he fashioned, with the support of our local elected officials and business and community leaders, a provision to ISTEA (Section 3034) that provides financial assistance to all three extensions of the Metro Rail Red Line, including the East Side Extension. In last year's Transportation Appropriation Bill, the Committee included funds for the East Side Extension, as well as the other two lines.

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We appreciate the Committee's strong support of, and commitment to, improved transit services to East Los Angeles. The backbone of the MTA's 1.3 million patrons are the low to moderate income families who completely depend upon the availability of timely, affordable, and safe transit services.

I support MTA's request of $190 million for continued construction of the Metro Red Line, of which $120 million would be available for Segment 3 extensions. As was the case for last year's Transportation Appropriation Bill, I further request the inclusion of bill language allocating Segment 3 funds equally among the three extensions.

Mr. Chairman, I would like to quickly raise two additional matters. First, I join my colleagues in requesting $18 million for continued development of the Gateway Intermodal Transit Center at the historic Union Station---a project which is also located in my district. As was indicated to you in our prior correspondence, the Gateway is envisioned as the transportation hub linking the various modes of public and private transportation from the five-county Southern California region, including the Metro Red Line, AMTRAK, Metrolink, the Blue Line light-rail extension, and local and express bus service to the Eastside communities.

Secondly, I am vitally interested in working with you and members of the Subcommittee on the Alameda Corridor expansion.

This project is designed to improve highway and railroad access to the largest port complex in the United States. It will enable us to consolidate the movements of the Southern Pacific, Santa Fe, and Union Pacific railroads onto a fully grade-separated right-of-way parallel to Alameda Street. Currently, port-related trains pass over nearly 200 at-grade highway crossings between downtown Los Angeles and the ports. The Alameda Corridor will eliminate those highway-rail conflicts and improve safety within the area.

This project is pivotal in helping to sustain economic and trade growth in the Los Angeles area. We must have in place an efficient transportation network that allows improved access of goods to, and swift and safe transport from, our gateway points. By consolidating freight to one corridor, we can also enhance the speed and efficiency of transport, thereby reducing an estimated 28% of emissions from trains. Later this year I would like to sit down with you and your Subcommittee to discuss the best way to meet the financial assistance needs of the Alameda Corridor. Obviously, this involves a major cooperative effort requiring the combined support of Federal, state, and local government, as well as our business and community leadership.

Again, Mr. Chairman, we deeply appreciate the Committee's continuing support---and your strong leadership---on behalf of Los Angeles. Thank you.

Mr. TORRES. Thank you, Mr. Chairman, for making this time available to us to present our plans and programs for transportation in Los Angeles during the upcoming fiscal year. For all the reasons that my colleagues have stated—and I won't be redundant—also taking account of your statement that time is worth money, I will forego a lot of commentary here except to stress that segment three of the Red Line is extremely important to me and my constituents, because for the first time the subway will enter the east side of Los Angeles, an area where transit dependency is very high, where unemployment is very high, and where construction would bring development into some of our areas where renewal is desperately needed.

Therefore, Mr. Chairman, it is imperative that the funding for MOS 3 be equally allocated between all of the segments as appropriated in last year's bill.

Mr. Chairman, I know that these funding requests may seem high, but they represent only a fraction of the total transportation funding that we envision in Los Angeles over the next several years. I want to thank you again for your assistance, as in the past, for allowing us this time today.

[The prepared statement of the Hon. Torres follows:]

STATEMENT OF CONG. ESTEBAN E. TORRES

Mr. Chairman, thank you for making this time available to us to present our plans and programs for transportation in Los Angeles during FY 94.

As you know, Los Angeles has the worst air quality in the country, the nation's most congested freeways, and unemployment which almost doubles the national average. These last several years have been particularly difficult for our area.

Yet, Los Angeles is the best city in the world, and I am optimistic about our future, because we recognize our problems and immediately attempt to solve them. And the best example that I know is the transportation network that we are in the process of constructing.

In 1990, we opened the "Blue Line" -- a 22-mile, light-rail line that travels from Long Beach to downtown Los Angeles. This project was funded entirely by state and local funds.

In 1992, we opened "MetroLink", a commuter rail system operating over the railroad tracks that we purchased from the Santa Fe Railroad, the Union Pacific Railroad and the Southern Pacific Railroad. Again, this was funded with state and local funds.

Most recently, in January 1993, we opened the first 4.4 mile segment of the Metro Rail "Red Line" which eventually will become a 22-mile subway, connecting downtown Los Angeles with the East-side, the West-side and the San Fernando Valley. This subway is the "back bone" of the system, with most other rail lines feeding into it. The Federal share of this project is 50 percent, with the state and local governments paying the remaining 50 percent.

And, it is this "Red Line" that would not be operating today, had it not been for the support of you, and our colleagues in the Congress. For that support, we will always be appreciative.

The second phase of the "Red Line" is scheduled to open in 1996 (with three stations opening), and the remainder will open in 1998. This will add 6.7 miles to our subway, extending it West into the Mid-Cities area, and Northwest into Hollywood. A Full Funding Grant Agreement has been signed with the Department of Transportation and construction is well underway. The Federal commitment to this segment is $667 million, and we are requesting $70 million for FY 94 to complete the Federal obligation to this phase. Again, our local financial support will exceed 50 percent of the costs of this project.

The third phase of the subway has been authorized by the Congress for a Federal commitment of $1.23 billion, and a Full Funding Grant Agreement will be executed within the next several days. As with our other Grant Agreements, our local financial commitment will exceed 50 percent of the costs of construction.

As you know, Mr. Chairman, Sections 3011 and 3034 of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 provide a Federal commitment for construction of this third segment -- an 11.6 mile extension of the "Red Line".

Last year, FY 93, this Subcommittee appropriated $60 million for this segment of the project, and this year, FY 94, we are asking for $120 million to continue to design, and to commence construction.

Segment three of the Red Line is extremely important to me and my constituents, because for the first time the subway will enter the East side of Los Angeles, an area where transit-dependency is very high, where unemployment is very high, and where construction would bring development into some of our areas where renewal is desperately needed.

Under the ISTEA law, Segment three would extend the subway into three areas -- the East side, the mid-cities area of the West side, and the San Fernando Valley. Each area would be co-partners, and each segment would receive an equal amount of Federal funds ($40 million for FY 94), and each segment would open simultaneously in 2001.

In total, Mr. Chairman, we are requesting $190 million in Section 3 "New Start" funds for the Metro Rail project for FY 94, and these funds would be allocated as follows:

Segment 2 ----	$70 million
Segment 3 ----	$120 million, with each of the three extensions receiving an equal amunt of $40 million

In addition, we are requesting $18 million for the "Union Station Gateway" project to be funded out of the Section 3 "Bus" category. This project would continue construction of the bus facilities which are part of the Union Station complex. These facilities would provide a multi-modal system, where the MetroLink commuter rail system, the AMTRAK system, and MetroRail subway system, coupled with the bus facilities, would form a transportation hub. Last year, FY 93, the Congress appropriated $12.75 million for this project, and these funds would allow us to continue construction in FY 94.

While our requests may seem high, Mr. Chairman these funds represent only a fraction of the total transportation funding that we envision in Los Angeles over the next several years. Through FY 96, we are projecting funding totalling over $2 billion in state and local funds for rail construction alone. In addition, we must continue to upgrade our bus system, meet our clean air requirements, make our system completely accessible to individuals with disabilities, and increase the productivity and the condition of our highway network.

Again, Mr. Chairman, thank you for your assistance in the past, and thank you for allowing us this time to make our presentation.

Mr. DIXON. I don't know if you have any questions for any members of our panel.

Mr. CARR. Well, I do. I only have a question, I think, of Congressman Dreier.

You cover part of Orange County, right? No?

Mr. DREIER. I have been trying to live this down for a long period of time, and I consider it a major insult to the people of Los Angeles whom I have had the privilege of representing for the past 12 years.

I have been totally in Los Angeles County, with the exception of my first term when I prepared——

Mr. LEWIS of California. We moved him out early.

Mr. CARR. Reapportionment is causing me to have to rearrange my thinking.

Mr. DREIER. I represent from Pasadena to Claremont on the San Gabriel Mountains and south to Walnut. If you would like the other cities, Bob, I am happy to go through them for you.

Mr. CARR. I have gone through them myself. I just had a question about yet another project that I thought touched your area, and I wanted to make sure that I had an opportunity.

The only thing I would say to you is—and I think we have discussed it; I have discussed it I know with Congressman Dixon—that I don't think that given the enormity of this project, and I think the value of it, that you will have any difficulty in getting the continued support of this committee.

I would say, however, that in front of you, and it is something you might want to take a copy of, is a package of investment criteria which our subcommittee adopted and made public yesterday. So to the extent you have other projects that you are interested in before this committee, you might want to hand a copy of—feel free to copy that as much as you want and distribute it as much as you want to folks back home, so that when they come to you with a request for some new idea, these will be the criteria that will be applied to those new projects in future years.

So that is my only piece of missionary work.

We are trying but we don't have all the dollars that we need to date. We will have 40 witnesses today, and our problem is so enormous that we already have $2 billion worth of requests. Last year we earmarked $1 billion in transit and highway projects, so, already for every $1 requested, only 50 cents is going to be funded.

Now when we get through 40 witnesses today and 20 more tomorrow, I am sure we are probably going to top $3 billion. So what we are trying to do with this package is to make sure that projects that we fund have a positive economic output as opposed to just being politics as usual. So we appreciate your attention.

Mr. LEWIS of California. Mr. Chairman, if I could say, I had a chance to review this paper last night, and I must say it is very, very appropriate for this very difficult year. Indeed, in my own subcommittee where I am the Ranking Member on Appropriations, I plan to take this statement to my own Chairman and hope that we will essentially adopt the same approach.

It is very important that we recognize that these dollars ought to be involved in the fashion that the investment makes a difference in terms of jobs, and in this case in terms of transportation as well. I think it is very appropriate and appreciate it.

Mr. CARR. I appreciate this opportunity to talk to my three colleagues on the Appropriations Committee because, as you know, we get accused of doing all kinds of pork barreling, and we have to candidly admit there was some of that. What this committee is about to do is to try to make sure that the determinations we make will undergo some rigorous examination.

Mr. DIXON. And you are serving notice to everybody as to what the criteria are?

Mr. CARR. Exactly. This is a dynamic process. There is nothing in concrete about this.

We did research in the last three months in this committee and found that, quite surprising, there is very little academic discipline in this whole area that will guide us on how to do a better job other than just the old pork barrel logrolling.

If you are in private industry, you can get a rate-of-return analysis against your bottom line or your profit. But when government is essentially a nonprofit entity, it is less than nonprofit right now; it is operating at a loss, that is what our problem is, and the whole thing is that there isn't a great deal of information about how to make decisions other than the old way of doing business.

But there is some evidence out there, and there is some work that has been done. We have tried to capture as much of it as we can.

The criteria that we have established is a first cut at trying to put economic outcomes at the table as well as political outcomes, so we commend it to your attention and ask that if you have requests in the future, you——

Mr. DIXON. Take a look at this first.

Thank you very much, Mr. Chairman.

Mr. CARR. As to the project that you have under way—and we will get to this with the next panel, I am sure—the fact of the matter is you—there is a good project there. Even at the outset, it was well recognized that the L.A. project was one that would probably meet all these criteria anyway.

Mr. DIXON. Thank you very much, Mr. Chairman. Let me introduce the second panel, but before I do, just let me say——

Mr. CARR. I am actually going to ask you to withhold because you were here on time, and——

Mr. DIXON. That is what I was going to suggest.

Mr. CARR. I think what we are going to do is take Congressman Lewis of Georgia, then we will get back to the L.A. folks.

Mr. DIXON. I apologize to you, Congressman Lewis. We got here early this morning.

THURSDAY, MAY 6, 1993.

METROPOLITAN ATLANTA RAPID TRANSIT DISTRICT

ATLANTA MULTI-MODAL PASSENGER TERMINAL

WITNESSES

HON. JOHN LEWIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF GEORGIA

KEN GREGOR, GENERAL MANAGER, MARTA

Mr. CARR. We would like to welcome to the committee our good friend and colleague and my former personal neighbor, a great neighbor, Congressman John Lewis, from the City of Atlanta. And I will ask you to introduce your guest.

Mr. LEWIS of Georgia. Thank you very much, Mr. Chairman. Let me also offer my congratulations to you for becoming Chair of this subcommittee; and I wish you well and I look forward to working with you. You are a great neighbor, and we miss you from the neighborhood. You are welcome back anytime.

I am joined this morning, Mr. Chairman, by Ken Gregor, the General Manager of the MARTA system in Georgia, in Atlanta.

Mr. Chairman, it is my pleasure to appear before you today on behalf of MARTA, Atlanta's outstanding transit system. I want to thank you and the committee for your support last year for the MARTA system. Mr. Chairman, the committee has received copies of the MARTA 1994 Section 3 funding request for public transportation. I would like to ask that MARTA's funding request be included in the record of this hearing.

My remarks will be very, very brief, but we need as much money from this subcommittee as we can get. As the Members of this committee know, the Olympics will be held in Atlanta in 1996. This is a source of great pride for all Georgians, but it also represents a great challenge. The past support of this committee has provided us with a vital transportation infrastructure that will make it possible for us to meet this challenge.

While a rapid transit system will form the backbone of the Olympic transportation system, the Olympic challenge extends to our bus service as well as to our rail. Our bus fleet must be highly dependable and safe. Mechanical failure must be kept to an absolute minimum. Adequate spare buses must be available when they are needed. Our older, less reliable buses must be replaced.

So MARTA is requesting $20.8 million in fiscal year 1994 Federal transit section funding for replacement buses and bus facility improvements. This funding is essential to our meeting the increasing daily demands on public transit, as well as demand arising from the 1996 Olympic games.

Mr. Chairman, this is a summary of our request on MARTA's behalf. The full request and justification for it have been submitted for your review.

Mr. Chairman, again I would like to take a minute to thank you for your support of MARTA over the years. Our mass transit policy effort will be on display in Atlanta for all of the world to see in the summer of 1996, and I will welcome you, Mr. Chairman, to come to Atlanta. I know you have been there in the past, but to come again over and over again, and be there in 1996 to take a ride on the improved MARTA transit system.

Thank you very much.

Mr. CARR. Thank you, Mr. Lewis.

[The prepared statement on MARTA follows:]

MARTA FISCAL YEAR 1994 FEDERAL FUNDING REQUEST

EXECUTIVE SUMMARY

For sixteen days in the summer of 1996, the attention of the world will be focused on the United States and Atlanta, Georgia. In excess of two million visitors will demand transportation services while attending the 1996 Centennial Olympic Games. The Metropolitan Atlanta Rapid Transit Authority (MARTA) must be there to meet that demand by providing coordinated, efficient, and reliable public transportation. It is a challenge, but it is one that we can meet with Congress' continuing assistance.

Thanks to the past attention of Congress, much of the public transportation infrastructure needed to meet this challenge is already in place, but more needs to be done. MARTA plans to meet the demand for public transit using our rapid rail and our bus system. These two transit components will carry the spectators expected from around the world and the bulk of our regional commuters, whose numbers are expected to swell as the community seeks to reduce traffic congestion during the Games. These transit components are described below.

System Description - Rail Component

The approved MARTA rail system consists of 60 miles of heavy rail lines, 45 stations and 33,000 parking spaces. Currently, there are

35.9 miles of track in revenue service and 31 stations. An additional 10.2 miles and 5 stations are under development and are scheduled to open for passenger service between 1993 and 1996. This includes 7.1 miles of track and three stations on the North Line for which Congress has most recently appropriated Section 3 funding.

System Description - Bus Component

MARTA's bus fleet consists of 698 buses operating on 150 routes and covering over 1,500 route miles. On a daily basis, MARTA buses travel 91,740 vehicle miles or total annual vehicle revenue miles of 25.7 million miles. MARTA experiences an average daily bus boarding of 223,000 patrons.

Preparation for the Olympics

The design of the MARTA rail and bus system is conducive to providing excellent service to the majority of Olympic venues. An imaginary circle, three miles in diameter, drawn loosely around the MARTA Five Points Station is referred to as the Olympic Circle. Most of the Olympic activities will take place within this area. The MARTA transit system currently provides public transportation within the Olympic Circle to such proposed Olympic venues as the Olympic Stadium, Fulton County - City of Atlanta Stadium, Georgia Tech, Atlanta University, Civic Center and Georgia Dome-Omni-World Congress Center. However, the level of effort required to serve the demand arising from the Olympics will be unlike anything we have ever experienced.

Our rail and bus systems will be challenged to operate at peak levels for much of the Olympic day. Our rail construction program continues to add to our service area. For instance, two stations and 3.1 miles of track will be completed on the East Line and opened later this year. These stations will add an additional 4400 parking spaces and these easternmost portions of the system will provide excellent transition points to service the Olympic events scheduled for the Stone Mountain Memorial Park venues (tennis, cycling and rowing) and the equestrian events east of Atlanta.

Further, efforts are being made to complete the North Line project through the Dunwoody Station by the 1996 Olympics. At present, this schedule is being closely monitored and discussed. The failure of the local sales tax to perform up to financial projections during this period of recession has caused the schedule for construction of the North Line to slip. Efforts are currently underway to see if the schedule can be recovered. Congress has appropriated $122.7 million for this project which represents sufficient federal funds to see the project through its initial 7.1 miles and three stations (Buckhead, Medical Center and Dunwoody). If the schedule can be recovered, this rail construction will provide access to the Olympic venues from the densely populated and developed northern Atlanta corridor.

The MARTA bus system must be made as reliable as possible to meet the demands that are expected to be placed upon that system by the Olympics. Older buses, many of which require especially high levels of maintenance and are not lift equipped, must be replaced if we are to be able to provide the service necessary for the Olympics. The buses to be replaced were manufactured between 1978 and 1982. They exceed the minimum FTA replacement criteria of 12 years or 500,000 miles of accumulated service.

Fiscal Year 1994 Federal Funding Request

MARTA respectfully requests the Appropriations Committees of the United States Congress to earmark $20.8 million in FY 1994 FTA Section 3 bus and bus related funds for 100 replacement buses and certain bus facility improvements to meet the demands on public transit necessitated by the 1996 Olympic Games.

Of the requested $20.8 million in FY 1994 Section 3 bus funds, $17.6 million is required as the federal share to purchase 100 replacement buses. The remaining $3.2 million is needed to upgrade bus facilities to comply with certain EPA requirements, renovate and add an engine rebuild area to another garage and expand a final garage to better accommodate the bus fleet.

Although MARTA will be returning to request Congressional assistance to continue the North Line new start project beyond

Dunwoody to North Springs, it was felt that the most pressing and immediate need to the whole transit system at this time is to make our bus fleet more reliable and more accessible as we invite the world to the United States and Atlanta in 1996. The justification, rationale and background supporting this request are set out in the following pages of this document.

Facing the Olympic Challenge

The 1996 Centennial Olympic Games will focus the attention of the world on the United States and Atlanta, Georgia. In excess of two million visitors will demand transportation services while attending the 1996 Centennial Olympic Games. It is estimated that an average of 361,000 people daily will be involved in the Olympics experience. The Metropolitan Atlanta Rapid Transit Authority (MARTA) must be there to meet that demand by providing coordinated, efficient, and reliable public transportation. It is a challenge, but it is one that we can meet with Congress' continuing assistance.

Thanks to the past attention of Congress and early local commitment to transit, much of the public transportation infrastructure is already in place, but more needs to be done. MARTA will meet the demand for public transit using our rapid rail system and our bus system. These two transit components will carry the spectators expected from around the world and the bulk of our regional commuters, whose numbers are expected to swell as the community seeks to reduce traffic congestion during the Games.

Following is an overview of the MARTA system and an update on our rail and bus transit components. Special attention is made to identify where we are in preparing for the transportation challenge of the 1996 Olympic Games.

It should be noted that there are two transportation groups which must be served during any Olympics. The first is the "Olympic Family" which consists of the athletes, their attendants, coaches, referees and judges, International Olympic Committee members, staff and dignitaries. There are estimated to be more than 130,000 Olympic family members. These individuals will be served by a special transportation system and they are expected to use public transportation to supplement their travel. The other transportation group is comprised of the spectators (ticket holders attending the events and those out to just enjoy the Olympic excitement) and regional commuters. This group will total more than 2 million. It is this second group for which public transit will be asked to provide service.

OVERVIEW OF MARTA

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is an independent single purpose agency created by the Georgia General Assembly to plan, build and operate public transportation in Metropolitan Atlanta. At the present time, the System serves the three most populous jurisdictions in the Atlanta Region: the City of Atlanta, DeKalb County and Fulton County. (Very limited service also extends into Cobb, Clayton and Gwinnett Counties.) The vast majority of Olympic events will be held within the MARTA service area.

In 1971, the voters of Atlanta, Fulton and DeKalb approved a comprehensive public transportation plan, including bus improvements as well as construction of a rapid rail transit system. The voters also authorized the local governments to levy a 1% sales and use tax to fund these improvements.

Since 1971 MARTA has made numerous capital and service improvements involving the Bus System: new equipment; new maintenance and operating garages; passenger shelters; new bus routes; improved frequencies; extended operating hours; improved schedule information, etc. In addition, MARTA has been aggressively implementing the rapid rail transit plan.

The present operating system includes more than 1,500 route miles of bus service, 35.9 miles of rapid rail lines and 31 passenger stations. Annually, MARTA provides 45.9 million vehicle miles of bus and rail service to the citizens of the Atlanta Region. Annually, 141 million passengers board the combined system.

The design of the MARTA rail and bus system is conducive to providing excellent service to the Olympic venues. An imaginary circle, three miles in diameter, drawn loosely around the MARTA Five Points Station is referred to as the Olympic Circle. Most of the Olympic activities will take place within this area. Recent projections indicate that transportation demand and activity within the Olympic Ring will be extremely high; and the means by which this traffic is handled will be crucial to the success of these Olympics.

The MARTA transit system currently provides public transportation within the Olympic Circle to such proposed Olympic venues as the Olympic Stadium (Opening and Closing Ceremonies, Track and Field, Football Finals), Atlanta - Fulton County Stadium (Baseball), Georgia Tech (Swimming, Boxing, Diving), Atlanta University (Field Hockey), Civic Center (Weightlifting) and Georgia Dome-Omni-World Congress Center (Gymnastics, Basketball, Volleyball.Wrestling, etc.).

The MARTA Rail Plan: 1993 Update

General Description

As approved by the voters in 1971 and as subsequently amended, the MARTA Rail Plan consists of 60 miles of heavy rail lines, 45 stations and 33,000 parking spaces. The network includes two (2) main trunk lines that intersect in the Atlanta Central Business District; four (4) rail branches; one (1) feeder rail line; and one busway (See Attachment #1)

Current Operating Rail System

MARTA has been building the rail system in phases, giving priority to those phases which promise the greatest return on investment or which are given priority for reasons of construction staging or operating efficiencies.

MARTA has in service 35.9 miles of track, 31 stations and 17,000 parking spaces. All of Phases A, B, and C (See Attachment #1) have now been completed.

Current Rail Construction Program

1. Building Phase D

   Phase D of the MARTA System consists of 10 miles of track and 5 stations (See Attachment #1). It includes three lines: 1) construction of a branch feeder line in the Proctor Creek Corridor--between the Ashby Street Station and Bankhead Highway--one mile of track and one station; 2) extension of the East Line from Avondale to Indian Creek-- three miles of track and two stations; and 3) the North Line from Lindbergh to the Medical Center -- six miles of track and two stations.

   Since our last testimony to the committee, MARTA has opened the Bankhead Station on the Proctor Creek Line. During peak service hours that line enters at Ashby Station on the West Line and provides uninterrupted service through the Five Points Station to Edgewood - Candler Park Station on the East Line.

The 3.1 mile extension of the East Line will soon be completed. Final testing is now in progress and revenue service to Kensington and Indian Creek is scheduled to begin in June, 1993. This will add approximately 4,400 new parking spaces to the system and provide the first transit station, Indian Creek Station, outside the I-285 Perimeter. Commuters travelling north on I-285 will have direct access to the Indian Creek Station parking area. This station will serve as the transition point for transportation to the Olympic venues at Stone Mountain Memorial Park and the Georgia International Horse Park equestrian center, which is further east in Rockdale County.

The North Line beginning at Canterbury Junction, the point where the North Line leaves the Northeast Line, and extending to Medical Center Station, is the final segment in Phase D. The line consists of 5.7 miles of track and two stations: Buckhead and Medical Center. This portion of Phase D is under development; detail design, land acquisition, as well as, construction are now underway.

The total current estimated cost of Phase D is $455.0 million, of which the Federal Transit Administration (FTA) is providing $134.5 million or 30%. All federal funds are being applied to the East Line extension from Avondale to Indian Creek. The feeder line in the Proctor Creek Corridor and the North Line to Medical Center are being built with 100% local funds.

When Phase D is completed in the mid-90's, MARTA's rail operating system will consist of 44 miles of track and 35 stations. FTA is providing $1.5 billion or 52% of the $2.9 billion cost. The local share is $1.4 billion or 48%.

2. Developing Phase E

The only portion of Phase E that is under active development is that portion of the North Line which extends north of the Medical Center Station through Dunwoody Station and Sandy Springs Station to North Springs Station (See Attachment #1). This line runs through the North Atlanta Corridor, the fastest growing corridor in the Region. The Atlanta Regional Commission has projected that the northern portion of the corridor, north of I-285, will have job growth from a base of 53,000 in 1980 to 431,000 in 2010. There is an increasing demand for public transportation to transport workers from the Central City to jobs in this corridor.

As mentioned in Phase D above, the North Line branches off the Northeast Line at Canterbury Junction in the vicinity of Lenox Square, one of the largest regional shopping centers in the metropolitan area. Building in conjunction with a major highway improvement (GA 400), the rail line from Buckhead to Medical Center, estimated to cost $229 million, will be fully financed with local funds. Construction is already underway.

The North Line portion of Phase E -- Medical Center to North Springs --is currently estimated to cost $519.1 million. This estimate, which is based on completion of the project in the year 2004, does not include the cost of Preliminary Engineering but does include approximately $104 million to purchase additional vehicles. The estimate is $51.7 million more than the estimate submitted to the Congress last year. This increase in the estimate is due to cost escalation resulting from schedule changes. MARTA's requests for federal financial commitment to the Project are expected to total $413.31 million. While this represents 80% of the cost of the extension, it represents only 55.1% of the cost of the total 8.8 mile, 5 station North Line.

Congress has already committed $122.7 million in earmarks for the Project in previous years. These earmarks are currently permitting the Authority to undertake the following activities: complete the detailed design of the line between Medical Center and Dunwoody Station to include the detailed design of the Dunwoody Station, acquire right-of-way throughout the corridor, complete the construction of the line section from Medical Center through Dunwoody to include the Dunwoody Station; and begin detailed design of the line north of Dunwoody.

Efforts are being made to complete the North Line project through the Dunwoody Station by the 1996 Olympics. Successful completion will provide access to and from this densely populated area for Olympic activities. At present, this schedule is being closely monitored and discussed. The failure of the local sales tax to perform up to financial projections during this period of recession has caused the schedule for construction of the North Line to slip. Efforts are currently underway to see if the schedule can be recovered. Congress has appropriated $122.7 million for this project which represents sufficient federal funds to see the project through its initial 7.1 miles and three stations (Buckhead, Medical Center and Dunwoody).

Regardless of the Olympics, the completion of the North Line portion of the MARTA Rail System will provide substantial benefits in terms of increased ridership, especially reverse commuting from areas of high unemployment in the central city to job-rich suburban employment centers. In addition, further reductions in per passenger operating costs are expected along with improved travel time savings and positive impacts on commercial and retail development.

The MARTA Bus Plan: 1993 Update

General Description

MARTA's bus fleet consists of 698 buses. There are 150 bus routes which cover 1,500 miles. On a daily basis, MARTA buses travel 91,740 vehicle miles. Buses operate a total of 25.7 million annual vehicle revenue miles. In 1992, MARTA experienced an average daily ridership of 463,000.

MARTA strives for safety in the operation of our buses and successfully competes with other comparable systems for safety recognitions. Recently, the American Public Transit Association awarded the 1993 William T. Coleman Silver Award for bus safety to MARTA. This award is given to the bus system with the best overall safety record and program for the preceding year.

MARTA has committed itself to providing for 100% accessibility of our bus fleet. Currently, the fleet is 57% lift equipped and all future bus purchases will meet ADA guidelines for accessibility. We are currently studying the feasibility of using 40 foot low floor buses in our system to meet the needs of our disabled population. Further, MARTA is actively involved in providing ADA sensitivity training to our drivers and staff.

To successfully meet the challenge of the Olympics, our bus fleet must be highly dependable as well as safe and accessible.

Mechanical failures must be kept to an absolute minimum and adequate spares must be available in those cases where they are needed. This means that our older, less reliable, buses must be replaced; and we will have to approach the Federal Transit Administration for permission to temporarily increase our spare ratio during this critical time frame.

Pursuing this course of action will, fortunately, result in some other positive outcomes. For instance, more of our bus fleet will be accessible to the disabled in compliance with Congress' mandates in the Americans with Disabilities Act. Undoubtedly, a number of Olympic spectators will need such transportation services. Also, the newer buses will meet requirements in the Clean Air Act Amendments. Both requirements will result in a more positive impression being made on all of our Olympic visitors and local populace alike.

Fiscal Year 1994 Federal Funding Request

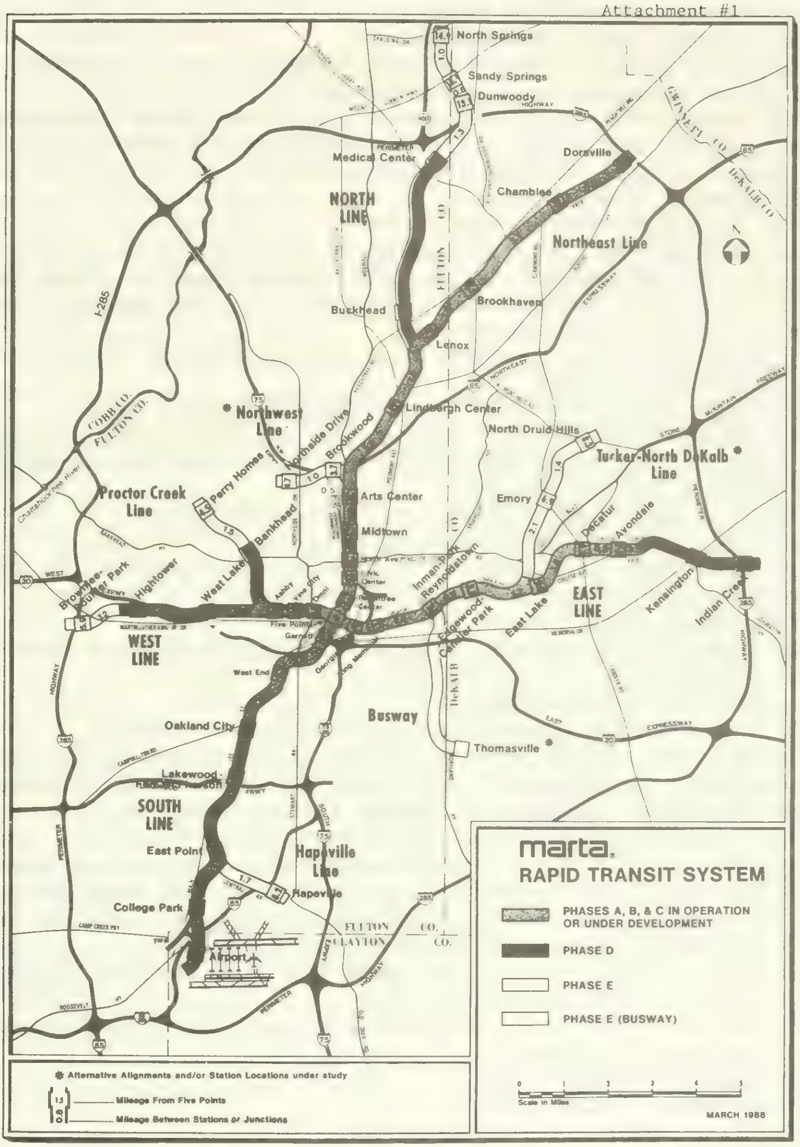
MARTA respectfully requests the Appropriations Committees of the United States Congress to earmark $20.8 million in FY 1994 FTA Section 3 bus and bus related funds for 100 replacement buses and certain bus facility improvements to meet the demands on public transit necessitated by the 1996 Olympic Games.

Of the requested $20.8 million in FY 1994 Section 3 bus funds, $17.6 million is required as the federal share to purchase 100 replacement buses for current fleet buses built between 1978 and 1982. They exceed the minimum FTA replacement criteria of 12 years or 500,000 miles of accumulated service. All of the buses to be replaced are non-lift equipped. The new buses will fully meet the requirements of the Americans with Disabilities Act, as well as, the Clean Air Act Amendments. Efforts to bring as much of the bus fleet into compliance with these two acts is critical in presenting the appropriate transit profile when the world comes to Atlanta.

The remaining $3.2 million is needed to provide bus facility improvements. Specifically, paint booths are to be constructed at two garages to comply with Environmental Protection Agency requirements [$0.6M]; the heavy maintenance garage will be renovated and an engine/transmission rebuild area will be added [$1.9M], and an existing operating garage will be expanded to better accommodate the bus fleet assigned to it [$1.5M].

Although MARTA will be returning to request Congressional assistance to continue the North Line new start project beyond Dunwoody to North Springs, it was determined that the most pressing and immediate need of the transit system as a whole is to make our bus fleet more reliable and more accessible when the world comes to visit the United States and Atlanta in 1996.

Attachment #1



Mr. CARR. Mr. Gregor, do you have anything to add? You heard my comment about talking too long?

Mr. GREGOR. I have no comment, sir.

Mr. CARR. Well, you have a nice presentation here. I just want to see if I can segregate it out in my own mind.

You have some projects that are under way that have been funded by this committee and would continue to be funded by this committee, regardless of the Olympic impact, right?

Mr. GREGOR. That is correct.

Mr. CARR. How much is that portion?

Mr. GREGOR. We have earmarked in this current fiscal year's budget about $30 million, and we also have a grant for about $93 million, and we will continue construction on a line segment that goes north into the Dunwoody area.

Incidentally, we are spending, in purely local funds, on that corridor about $230 million.

Mr. CARR. Okay. Now, what is your request for next year?

Mr. GREGOR. Nothing for the rail and this $20.8 million to replace some of our much older buses, as well as some rehabilitation of a couple of our bus garages.

Mr. CARR. How many buses are you going to replace?

Mr. GREGOR. We plan on replacing 100 buses.

Mr. CARR. Now, you also have, and we have discussed before, the need for buses right at the time of the Olympics.

Mr. GREGOR. That is correct.

Mr. CARR. I think we are talking in the neighborhood of about a thousand buses?

Mr. GREGOR. Two thousand.

Mr. CARR. You are going to use some of your own, right?

Mr. GREGOR. Our regular fleet will be totally utilized by not only our regular passengers but other local folks who will be taking buses rather than driving cars into the Olympic Ring.

Mr. CARR. But you have some buses in reserve, do you not?

Mr. GREGOR. We have very few other than the normal spare ratio between 10 and 15 percent, so there will be a need for approximately 2,000 buses to move the Olympic family, as well as the folks who will be in town for the Olympics.

Mr. CARR. Now, there has been some discussion that the Federal Transit Administration buy those buses.

Mr. GREGOR. That is correct, and then later distribute them to the other transit agencies.

Mr. CARR. To other cities?

Mr. GREGOR. That is correct.

Mr. CARR. Have you had discussions? Where are those discussions?

Mr. GREGOR. I discussed——

Mr. CARR. Those are not part of your request?

Mr. GREGOR. Those are not part of our request.

Mr. CARR. Where is that discussion?

Mr. GREGOR. I have had preliminary discussions with the Secretary of Transportation about two weeks ago in Atlanta, Georgia, and asked him to explore that. I have also, through the American Public Transit Association, set up a committee, a task force, to study the feasibility of this approach, whereby the fiscal 1995 appropriation would be used to purchase buses used for the Olympics and then distributed among the other transit agencies. We meet next week on that.

Mr. **Carr**. That is too late, though, isn't it? How are you going to get—within the normal bus procurement process, if you buy buses in fiscal year 1995, how are you going to build 2,000 buses?

Mr. **Gregor**. I think it is possible. However, the details we are attempting to work out. I will also be meeting in June with the manufacturers to discuss what can be done during the latter part of 1994 as well as 1995.

Mr. **Carr**. Well, this committee is interested in working with you. However, our interest is that we not produce a spike in the bus procurement process.

Mr. **Gregor**. I understand.

Mr. **Carr**. I think that I am going to ask—this is a very important and a very large-size procurement. I am going to ask the staff that as soon as we get through with our markup here that we get some kind of a meeting going right now, because I am really worried about what is going to happen here. Mr. Gregor, somebody is going to go off and have a meeting and decide that they are going to buy 2,000 buses in the midst of the normal procurement process; and then they are going to come to this committee, and we are going to end up saying, I am sorry, we don't have the funds.

We have to schedule cash flows here, so my own sense is that this is a major bus procurement which is going to have to be worked out with all the manufacturers, with FTA, and with this committee to make sure that we have the smoothest possible procurement; because we just don't want this bulge hitting the system too hard.

It impacts on us; it will impact on whether you get the buses or not. The bus manufacturers can't go through these kinds of cycles. And then there is the normal bus procurement of every city like your own that has to be accommodated here, so this is a gigantic coordinating task which really should begin almost immediately.

I am on your side on this. I think there is something very productive to come out of this, but we have to do a lot of advance planning on it.

With that, I thank you for your testimony.

Mr. **Gregor**. Thank you.

Mr. **Lewis** of Georgia. Thank you, Mr. Chairman.

[Additional statement of the Hon. Lewis of Georgia follows:]

JOHN LEWIS
5TH DISTRICT GEORGIA
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May 7, 1993

The Honorable Bob Carr
Chairman
Subcommittee on Transportation and Related Agencies
Committee on Appropriations
2358 Rayburn HOB
Washington, D.C. 20515

Dear Mr. Chairman:

I am writing to ask for your support of the Atlanta Multi-Modal Passenger Terminal.

Rail transportation facilities played an important role in the State of Georgia's development as a major economic center and continue to contribute greatly to the economic vitality of the area. The idea behind the multi-modal facility is to provide for a single terminal to accommodate a variety of surface transportation modes currently serving the area. It would also accommodate future transportation modes, including a commuter rail system throughout the state.

When the visitors from all over the world visit Georgia in 1996 for the Centennial Olympic Games, this multi-modal passenger terminal could serve many facets of transportation including Amtrak, intercity buses, intrastate rail passenger service, taxis and rental cars, and possibly airport ticketing and baggage check. The multi-modal system would enable the citizens of Atlanta to make greater use of the public transportation modes, thus conserving energy and improving air quality. These benefits will increase further following the subsequent completion of the commuter rail system. Finally, the multi-modal terminal will facilitate freight movement by improving connectivity and reducing the number of crossings.

In May 1991, the Federal Transit Administration provided a grant to the Atlanta Regional Commission to study the feasibility for a multi-modal terminal. In April 1992, a report was issued that identified a location, a conceptual design for the terminal, project phasing for costs, the economic impact, and a plan for financing and implementation.

Congress then authorized $2.4 million in the Intermodal Surface Transportation Efficiency Act (ISTEA) for detailed design and engineering studies for terminal and associated improvements, and appropriated $4 million in FY93 to complete design and engineering of the project. The State of Georgia and City of Atlanta committed the remainder of the funds necessary for study, design and engineering.

The total cost of the Atlanta terminal is estimated at $125 million. I am requesting that $40 million be made available for FY94 matched by a state commitment of $10 million. State leaders have pledged to seek approval for this match during the 1994 session of the Georgia General Assembly.

Please know that I understand the difficult task you face in assigning funding priorities to many deserving projects. However, this is a transportation facility that will showcase to the world in 1996 what commitment from local, state, and federal levels can accomplish. We have so much to gain by working together.

I appreciate your consideration of this request. I have enclosed statements in support of the Multi-Modal Terminal from the Commissioner of the Georgia Department of Transportation, Wayne Shackleford, the Mayor of the City of Atlanta, Maynard Jackson, and the President of the Atlanta Chamber of Commerce, Gerald Bartels. Please include these statements and this letter as written testimony for consideration by the subcommittee. Please feel free to contact me with any questions.

Sincerely,

John Lewis

John Lewis
Member of Congress

enclosures

cc: The Honorable George (Buddy) Darden

The Atlanta Multi-Modal Passenger Terminal

The Atlanta Multi-Modal Passenger Terminal facility embodies the movement within the state of Georgia to actualize the intermodal goals set forth by Congress in the Intermodal Surface Transportation Efficiency Act of 1991. Upon completion, the Atlanta Terminal Facility will serve upwards of 5.5 million passengers annually as a point of connection for air, rail and bus facilities.

The city of Atlanta is a focal point of the southern region's transportation and shipping activities, acting as a hub for both national passenger and freight as well as international transport. In addition, Atlanta has been chosen the site of the 1996 Summer Olympic Games. The availability of integrated transportation facilities within the metropolitan area will provide not only increased efficiency in meeting commuter needs, but will serve as a model of our national commitment to an intermodal approach to transportation management.

Preliminary studies estimate the construction and operation of the Atlanta terminal facility would result in and economic impact of more that $400 million and the creation of 8,000 jobs. The central location of the facility would provide immediate access to the southern Central Business District of Atlanta as well as destination points serviced by the Metro Atlanta Rapid Transit Authority (MARTA) which include Hartsfield International Airport. To expedite air travel and enhance the multi-modal aspect of the terminal, airline baggage and ticketing facilities are proposed within the terminal site.

Immediately adjacent to the terminal facility is the site of the proposed Oceanarium, to the east is the MARTA Five Points rapid rail station and Atlanta's popular downtown shopping and entertainment facility, Underground Atlanta. To the west lie the new Georgia Dome, the Georgia World Congress Center, and the Omni Arena.

A feasibility study for the Atlanta Multi-Modal Terminal was funded by Congress and funding was included in the Intermodal Surface Transportation Efficiency Act of 1991 and in the Fiscal 1993 Appropriations for the design and engineering phases of construction.

On the state level, matching funds have been obligated and the Georgia Department of Transportation is initiating design and engineering for the terminal site. Total cost for the Atlanta terminal is estimated at $125,000,000 (One-hundred twenty-five million dollars). The Georgia Department of Transportation requests $100,000,000 (One-hundred million dollars) to be distributed over three years with $40,000,000 (40 million dollars) in each FY94 and FY95 and $20,000,000 (20 million dollars) in FY96.

CITY OF ATLANTA

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MAYNARD JACKSON
MAYOR

May 3, 1993

The Honorable Bob Carr
Transportation Subcommittee
House Appropriations Committee
2347 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Carr:

I urge you to support federal funding for the Atlanta Multimodal Passenger Terminal, a project that is vital to meeting the objectives of the Intermodal Surface Transportation Efficiency Act of 1991 and the Clean Air Act Amendments of 1990. As host of the 1996 Centennial Olympic Games, Atlanta will use this project to focus international attention on the new age of transportation and environmental policy in the United States.

The Atlanta Multimodal Passenger Terminal will support the major objectives of ISTEA by providing for development and interface of various surface transportation modes and by providing the critical link in a seamless passenger transportation network. Modes to be served include passenger rail (AMTRAK, commuter rail, and MARTA rail with a direct connection to the regional system hub at the Five Points Station), intercity buses, taxicabs, rental cars, and pedestrian activity, through creation of important new links in the pedestrian system to major activity centers.

The terminal will also provide for landside commercial aviation functions, including passenger ticketing and baggage check-in, which will expedite the transfer between international and national aviation activity at Hartsfield Atlanta International Airport and the future national rail passenger system. The terminal will also serve as the site for a Downtown heliport. The interaction among these transportation modes will promote economically and environmentally sound alternatives to the automobile.

Atlanta, with its excellent international aviation gateway and rail infrastructure, offers a unique opportunity to develop a true national intermodal hub. Furthermore, the 1996 Olympics affords us an extraordinary opportunity and challenge to demonstrate national advances in passenger transportation to the rest of the world. We ask you to support us in meeting that challenge.

Yours for Atlanta,

Maynard Jackson

Maynard Jackson

Atlanta
Chamber of Commerce

May 3, 1993

The Honorable Bob Carr
United States House of Representatives
2347 Rayburn House Office Building
Washington, D.C. 20515-0008

Dear Representative Carr:

This letter is directed to you as a true friend of Georgia and as a leading benefactor of product and personal mobility in our state and throughout the nation. Through your subcommittee, Congress has funded MARTA, highway projects and transportation management systems that were instrumental in bringing the Centennial Olympics to Atlanta in 1996. Today, we would like to thank you for your past confidence and express our support for a project that will demonstrate how the intermodal linkage of these diverse transportation systems can maximize efficiency of travel for the Centennial Olympics. That project is the Atlanta Multi-Modal Passenger Terminal.

The Atlanta business community has been a long time advocate of balanced transportation systems and of the Multi-Modal Terminal. In fact, proposals for the facility were born at an Atlanta Chamber of Commerce passenger rail symposium in 1990. Subsequently, the private sector contributed in-kind services to substantially expand an FTA feasibility study for the project that was completed in 1992.

The business sector supports development of the Multi-Modal Terminal for solid, bottom-line reasons. First, using passenger rail systems linked to MARTA, other surface modes, and Hartsfield Atlanta International Airport can significantly reduce the traffic congestion and air pollution that, if unaddressed, could limit our region's future growth. Second, the terminal will maximize the utilization of existing infrastructure, both in the transportation sector, as well as through expected redevelopment around the central city project site. Third, development of the terminal, complemented by the model MARTA system, Hartsfield Airport, and Georgia's Interstate Highway system, will demonstrate conclusively that Atlanta and the United States remain at the forefront of innovative transportation.

Atlanta and Georgia have clearly benefitted through the federal transportation pipeline, and our community has used that advantage to create a national model for Sunbelt development. We hope that you and your colleagues on the House Transportation Appropriations Subcommittee will, again, give us the chance to demonstrate that "Atlanta Magic" as America moves toward a Multi-Modal future.

Sincerely,

Gerald L. Bartels, CCE
President

GLB:ean

235 International Boulevard, NW • P.O. Box 1740 • Atlanta, Georgia 30301 • 404/880-9000

THURSDAY, MAY 6, 1993.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

WITNESSES

HON. JULIAN DIXON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

RICHARD ALATORRE, CHAIR, MTA BOARD OF DIRECTORS AND LOS ANGELES CITY COUNCILMAN

RAY REMY, COMMISSIONER, MTA, AND PRESIDENT, LOS ANGELES AREA CHAMBER OF COMMERCE

FRANKLIN WHITE, CHIEF EXECUTIVE OFFICER, MTA

RON LAMB, EXECUTIVE DIRECTOR, GREATER LOS ANGELES TRANSPORTATION COALITION

Mr. CARR. Mr. Dixon, you are on again. I didn't mean to hold you up.

Mr. DIXON. No, no, that is quite all right. I have a hearing next door. Just let me introduce to you four very important people from Los Angeles.

First of all, the gentleman I served as an intern with and a member of the State legislature. He is now a member of the City Council of Los Angeles, and he is the President—the new President of our Metropolitan Transit Authority sitting with the Senator, Mr. Richard Alatorre.

To his immediate left is our new Executive Director of MTA, Franklin White.

And as I have indicated, we have had strong business support for this transit system. To my immediate left is Mr. Ray Remy who is the Chamber president of the Greater Los Angeles Chamber of Commerce, and on the far left is Mr. Ron Lamb, who is the Director of the Coalition—Transportation Coalition for Los Angeles.

With that, Mr. Chairman, I will shut up and turn it over to them.

Mr. CARR. Okay, Mr. Alatorre.

Mr. ALATORRE. Thank you very much, Mr. Chairman. Let me also take this opportunity to congratulate you on your chairmanship. I had the opportunity of testifying last year, and you were in the process of becoming the Chairman of this very important committee.

We are pleased to have the enthusiastic support of our congressional delegation of southern California, along with Senator Dianne Feinstein. For the fiscal year 1994 appropriation, we are requesting, Mr. Chairman, a total of $208 million for two very important projects in the county.

First, we are requesting $190 million in Section 3 funding for the Metro Red Line, with $70 million for Segment 2, and $120 million for Segment 3, divided equally with $40 million each for the East Side, North Hollywood, and Mid-City extension.

Our second request is for $18 million for the Gateway Intermodal Transit Center and the historic Union Station. The Gateway Transit Center will be the regional hub for the largest single investment in urban transit connecting the five counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

The Gateway Transit Center will not only define the meaning of intermodalism but provide a shining example of how it works. It will accommodate 100 buses every hour and more than 114,000 passengers each day and provide easy connection for commuters using the Metro Red Line, Amtrak, Metrolink, commuter rail, the Blue Line rail line to Pasadena, El Monte Busway commuters, regional and local bus services, and van and car pools and taxi services. And really this is probably the first time, if we are successful, that the various modes of transportation will converge at one central point.

Mr. Chairman, we also urge your continued support to fully fund the ISTEA and applaud the administration's effort to fund ISTEA programs at higher levels for fiscal year 1993. We join Chairman Mineta in his call to provide 100 percent funding for both transit and highway programs at the fully authorized level.

To conclude, Mr. Chairman, fully funding the MTA's fiscal year 1994 request for $208 million will continue our strong commitment to support the mandates set forth by Congress, while creating thousands upon thousands of jobs both locally as well as nationwide. Funding for the Metro Red Line, Segment 2, will fulfill the Federal share of $667 million; and combined with continued funding of Segment 3, will ensure that Los Angeles proceeds with its ambitious program to enhance mobility and make significant air quality improvements; and combined with our request for the Gateway Intermodal Transit Center at Union Station, the council will carry out its critical role in the effort to develop one of the most efficient transportation systems.

And with that, I would like to introduce to you my colleague representing the Mayor, the City of Los Angeles, as his alternate, and the President of the Los Angeles Area Chamber of Commerce, Mr. Remy.

Mr. CARR. Mr. Remy, welcome.

Mr. REMY. Thank you, Mr. Chairman. You have a copy of my written text. I am mindful of your comments about time is money, so I will try to do it in 36 seconds.

I have had the pleasure of being on the commission, and now the Metropolitan Transportation Authority, for 17 years now. The progress I have seen in southern California has been extraordinary, and this committee has been instrumental to that. We have made great progress.

The project before you is a continuation of that progress. The business community has supported transportation every way that we could in southern California. We supported Prop A, the sales tax measure, Prop C, we supported both rail bond measures, we supported the increase in the gas tax; and that has generated, I think, a very substantial amount of local investment and support.

President Clinton at Willie Brown's economic summit commented that recovery can't take place if California doesn't recover, and California won't recover without southern California recovering economically. There is no project that is more central to that recovery than this transportation investment, both for air quality and international trade and commerce.

We certainly seek your support, we thank you for your past support, and I am happy to answer any questions afterwards. Thank you.

Mr. ALATORRE. Let me now introduce Mr. Franklin White, the Chief Executive Officer for the MTA. Mr. White just became the new CEO for the merged LACTC and RTD, and it is a real pleasure to introduce to you our CEO, Mr. Franklin White.

Mr. WHITE. Thank you, Mr. Chairman, and thank you, Mr. Chairman, for the opportunity to appear today.

While I am new to Los Angeles, I am not new to transportation. Prior to joining the MTA, I was the Commissioner of Transportation for the State of New York for the last eight years. I served in the Virginia Department of Transportation and in the Carter administration earlier, in the early part of the 1980s.

The MTA is, as you know, the result of a merger between the Southern California Rapid Transit District and the Los Angeles County Transportation Commission. I think it understates the case to say that it will be an enormous challenge to create the kind of integrated transportation system that we have in mind over the next 20 to 30 years.

We have had a lot of vital help from the Congress in the work we have done so far. I am confident that with the help we will have from this committee that we will be able to continue that important work.

Mr. Chairman, you are to be commended for the leadership in pulling together the investment criteria that you have described. In my view, as you have indicated, our problem in Los Angeles is so large, so complicated, we are so densely populated, that we believe we would meet all of the criteria that you have developed. We do believe they are late in coming about, but they are important in shaping the work and the planning that this committee will have over the years.

I thank you.

Mr. ALATORRE. Mr. Chairman, let me now introduce to you representing the Greater Los Angeles Coalition on Transportation, the recognition of our partnership with the private sector, Mr. Ron Lamb.

Mr. LAMB. Mr. Chairman, thank you very much for having given me the opportunity to testify again. I am particularly sensitive to your remonstration, since I am the last person to testify, so I will be exceedingly short.

I am the Executive Director of the Greater Los Angeles Transportation Coalition, a public-private partnership including business and labor. We have been consistently supportive of the project in Los Angeles; it is the future of Los Angeles, and we ask you for full funding within the authorized limits of ISTEA.

Thank you very much.

Mr. CARR. I thank you for your testimony.

[The prepared statements of Alatorre, Remy, White, and Lamb follow:]

STATEMENT OF

THE HONORABLE RICHARD ALATORRE

MEMBER,
LOS ANGELES CITY COUNCIL

AND

CHAIRMAN,
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

BEFORE THE

HOUSE COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

UNITED STATES HOUSE OF REPRESENTATIVES

MAY 6, 1993

Mr. Chairman:

On behalf of the newly formed Los Angeles County Metropolitan Transportation Authority (MTA), the successor agency to the Los Angeles County Transportation Commission, the Southern California Rapid Transit District, and the Rail Construction Corporation, I am pleased to introduce our panel testifying to request funding for Los Angeles County transportation programs and projects for the 1994 Fiscal Year.

Let me first bring the warm regards and sincere appreciation of Mayor Tom Bradley for the outstanding work which you and Members of this Subcommittee have done to advance transportation in Los Angeles. As Mayor Tom Bradley retires, he leaves a legacy of outstanding public service and support for building a regional network of public mass transportation.

We are pleased to have the enthusiastic support of our Congressional Delegation from Southern California. The leadership of Representatives Julian Dixon, Esteban Torres, David Dreier, Lucille Roybal-Allard, and Jerry Lewis, have been a cornerstone of the success Los Angeles has achieved. We are pleased to have our new Senator from California, Dianne Feinstein, with us today in support of funding for the critical programs under construction in Los Angeles.

We are pleased by the attention the Administration has given to Los Angeles, especially by Secretaries Brown and Peña. While touring our construction sites during his visit to Los Angeles in March, Secretary Peña remarked that creative programs start at the local level more often than in Washington. He was able to assess our creativity, enthusiasm, and the local financial support that makes up our commitment to public transportation as an encouragement to growth.

We are joined today by my colleagues, Ray Remy, who is President of the Los Angeles Area Chamber of Commerce, and alternate of Mayor Bradley on the MTA Board; Ron Lamb, Executive Director of the Greater Los Angeles Transportation Coalition, representing the business community; and Franklin White, Chief Executive Officer of the MTA.

My testimony addresses the multifaceted transportation funding issues which effect Los Angeles County, including Metro Rail, the Gateway Intermodal Transit Center at Union Station, funding programs under the ISTEA legislation, maintenance of operating assistance, and federal highway demonstration projects.

Metro Red Line

In 1980, this subcommittee provided the first federal funds for the design of the Metro Red Line, Los Angeles' first subway. Los Angeles citizens enthusiastically celebrated the opening of the first 4.4 miles of the Metro Red Line on January 30, 1993. Red Line ridership continues to exceed expectations and businesses along the route have seen a increase in customers.

Construction of the Metro Red Line will not only enhance mobility for commuters, but also provide joint development and other crucial economic opportunities at station sites and along the transit corridor. This type of investment will positively impact the construction of housing and other neighborhood amenities.

Segment 2

The MTA has made dramatic progress on the second segment of the Red Line. The design is 80 percent complete and construction is roughly 20 percent finished. The Wilshire/Western extension will open in 1996, followed by the Hollywood segment in 1998. Since June, 1991, we have created over 4,000 jobs on this project and by its completion, over 41,900 jobs will have been created. Investments in mass transit promote the nation's goals of cleaner air and accessibility. It helps reduce our dependence on foreign oil while the economic impact provides new jobs for our citizens.

Segment 3

As you know Segment 3 was specifically authorized by Congress in 1991 in the Intermodal Surface Transportation Efficiency Act. Segment 3 will extend Metro Rail to:

- East Los Angeles for the first time, providing much needed rail transit to communities that have long supported and used public transit;
- North Hollywood, enabling residents of the San Fernando Valley to commute quickly downtown; and
- Mid-City area, ensuring that Metro Rail has an effective interim terminus at Pico/San Vicente which can serve the westside until Metro Rail is extended west.

We are requesting $190 million in Section 3 funding for Metro Red Line with $70 million for segment 2 and $120 million, $40 million each for the Eastside, North Hollywood, and Mid-City extensions. Our 1994 funding request is a balance which will allow us to complete the federal funding share of $667 million, 46%, for Segment 2, while moving aggressively with all three elements of Segment 3.

The Federal Transit Administration made reallocations from the New Start Rail Funding from those levels approved by Congress in the FY 1993 bill. We understand this reduction was as much a surprise to Members of this Subcommittee as it was to the citizens of Los Angeles.

We understand that the earmarks will be set in statute, rather than report language for 1994. We hope this Subcommittee will take the 1993 decrease of federal New Starts funding into account by providing an increase in 1994 in order for the MTA to continue its ambitious and economically-beneficial schedule.

Gateway Intermodal Transit Center at Union Station

The Gateway Intermodal Transit Center will be the regional hub for the largest single investment in urban transit nationally. Connecting the five counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, the Transit Center will truly define the meaning of intermodalism. Accommodating 100 buses every hour and more than 114,000 passengers each day, the Intermodal Center will provide easy connections for commuters using Metro Rail, AMTRAK, Metrolink, the Blue Line to Pasadena light-rail line, the El Monte Busway, regional and local bus service, and van, car pool and taxi services. The Center will make it more convenient to utilize mass transit in all forms.

While on the construction site of the Intermodal Transit Center, Secretary Peña stressed the enhanced benefits coming to the region from projects that are intermodal and central in nature. He mentioned that projects like Gateway increase the speed, reliability and cost-effectiveness of the transportation sector while playing a key role in assuring the regions economic competitiveness and ability to create jobs. The Gateway Intermodal Transit Center at historic Union Station in Los Angeles meets that definition with every criteria.

For the first time, all of the various modes of transportation will converge at one central point. The Gateway project is an unprecedented joint development public-private partnership which can stimulate the economic revitalization of the eastside of downtown Los Angeles, as well as a catalyst for expanding economic markets at El Pueblo, Little Tokyo, and Chinatown.

Gateway, is a joint development project between the MTA and Catellus Development Corporation. Joint development will provide easement rights and access over the remaining Catellus property. And, private investment in the project will exceed $10 million.

The Transit Center is one of eleven projects currently being considered for a Federal Transit

Administration National Turnkey Demonstration Program.

Our FY 1994 appropriation request is for $18 to continue federal support for construction of the Center. The FY 1993 appropriation of $12.75 million allowed the MTA to break ground and begin construction in January 1993 on this $149.5 million project, creating over 350 jobs immediately. This project is expected to create over 4,000 construction jobs over a three-year period with more than 2,500 permanent job opportunities in the offices, retail stores, and businesses located at the facility. We have aggressively pursued a model MBE/WBE program, and a job-training component is under development.

Los Angeles County's Commitment to Mass Transit

The MTA asks for your continued support to assist operators in carrying out the mandates of Congress that were set forth in the ISTEA.

Congress has asked transit to reduce the nation's dependence on foreign oil, clean our air by making a further reduction in tailpipe emissions, improve accessible service, and provide increased transportation services. Los Angels County answered Congress's call with enthusiasm.

MTA operates the most cost-efficient major bus system in the United States, carrying each passenger at an average cost of 21 cents per mile, according to 1991 national data. As MTA's rail network expands, the need for buses to act as an effective feeder system is expected to grow from the current peak fleet of 2,000 to nearly 4,000 within the next 30 years.

Today, MTA buses carry more than 1.3 million passengers, every day and 416 million each year on 205 routes covering 326,337 miles. Our service area is one of the largest in the United States, covering 1,442 square miles that include four counties. MTA passengers can board a bus at any of approximately 19,650 bus stops throughout the region.

MTA continues to operate some of the most crowded buses in the country, carrying an average of 18.4 riders at any given time on one of its buses. The average passenger load is 43% over the average of its peers, and 13% higher than the number two transit operator, Detroit's Department of Transportation. This underscores the continuing need for more public transportation for the Los Angeles County area.

The rest of the country is just beginning to comply with the new Americans with Disabilities Act (ADA) requiring wheelchair lifts on all public transit vehicles. MTA's bus fleet is already 93 percent accessible to our riders in wheelchairs, with 100 percent accessibility expected by 1997. Rail and bus facilities are 100% accessible and all new design and construction, including Metro Rail, have easy access. With paratransit vans in service, it is estimated that the ADA commitment will cost Los Angeles County approximately $60 million per year to fully comply with Congress' mandate.

While MTA provides the majority of bus service in Los Angeles County, the creation of other operators reflects the rise in demand for public transportation. There are now 17 operators receiving regional funds in Los Angeles County.

The MTA also operates the Metro Blue Line light rail and the Metro Red Line subway systems. The Blue Line is a north-south route stretching 22 miles and serving 22 stations from downtown Los Angeles, at its northernmost point, to downtown Long Beach. Traversing through the communities of Lynwood, Compton, Carson, and Watts the Blue Line averages about 38,000 passengers each weekday.

The first 4.4-mile section of the Red Line, opened on January 30, 1993, and serves more than 13,000 riders each weekday from five downtown stations. In just three short months, the Red Line has already carried nearly one and one-half million riders.

The Green Line, which will serve an east-west route from Los Angeles International Airport to Norwalk, is scheduled to begin operation in late 1994. This locally funded light-rail line will run down the center median of the Glenn Anderson Freeway and serve the high-tech centers in El Segundo and provide an easy connection to the Blue Line.

The MTA has boldly embraced President Clinton's Defense Technology Reinvestment Project (TRP) with several programs aimed at transitioning aerospace/defense companies into the emerging surface transportation industry.

A key defense technology reinvestment project on which the future of bus manufacturing may hinge is MTA's Advanced Technology Transit Bus (ATTB), also known as the "Stealth Bus."

It earned this whimsical title because the material with which future buses could be made is the same used in the B-2 Stealth Bomber made by the Northrop Corporation. The MTA was recently awarded a Federal Transit Administration (FTA), section 26(b) R&D grant of $4 million with $798,000 local match from Prop. C, for Phase I (Conceptual Design) to research the feasibility of building lightweight, low-floor, low emissions buses. As a result, Northrop, along with a national coalition of sub-contractors such as, Hughes, Transportation Manufacturing Corporation (TMC), Detroit Diesel, FMC Corporation, and Allison Transmission Division, and others, was awarded a $3.8 million contract in January of this year for Phase I.

If the project proves successful, it could mean much more efficiently-run, low-emissions buses, as well as an entirely new job base in an area still feeling the effects of a stubborn recession.

Additionally, the MTA has issued a request for proposal to build 87 light-rail vehicles, known as the "L.A. Car", which, for the first time in a bid procurement, provided the opportunity for four international rail car builders to team with six aerospace/defense companies to bid on the L.A. Car. The high-tech companies include, AAI, Hughes, Lockheed, Northrop Corporation, Rockwell, and TRW. The procurement calls for the research and development of at least three advanced transit products. To support that endeavor, the MTA will provide up to $10 million in R&D resources to the winning team.

Also on the horizon are experiments with phosphoric acid fuel cells, which, if applied to buses successfully, could virtually eliminate the emissions that contribute to Los Angeles' infamous smog condition. In October 1992, the MTA was chosen by the United States Department of Energy (DoE) to be the first public transportation agency to test fuel cells in buses. The first test bus is scheduled to arrive in Los Angeles in early 1994.

The MTA leads the country in the development of alternatively fueled public transit vehicles. It is the only operator to successfully place alternatively fueled buses in revenue service and achieve standards comparable to diesel. Our commitment put Los Angeles on the cutting edge of technology. One half of all the alternatively fueled public transit vehicles in the country are in service on the streets of Los Angeles.

The voters of Los Angeles County, at every opportunity, approved measures to make a substantial commitment to mass transit. In 1980, voters approved Proposition A, Los Angeles County's half-cent sales tax measure for public transportation. This tax currently raises approximately $400 million per year for bus and rail projects. In 1990, Los Angeles County voters approved another half-cent sales tax measure, Proposition C. Effective in April 1991, Prop C raises nearly $400 million a year. Funding from this measure has provided resources for myriad of transportation programs, including the successful Metro Freeway Service Patrol, expanded call box services, commuter rail and increased security.

Intermodal Surface Transportation Efficiency Act

The Intermodal Surface Transportation Efficiency Act (ISTEA) took giant strides toward putting mass transit on a level playing field with highways. This Subcommittee has the opportunity to continue that trend by funding mass transit at the authorized levels of ISTEA, $5.2 billion for FY 1994. Transit is ready to take on an expanded role in our national transportation system.

We applaud the Administration's efforts to fund ISTEA programs at higher levels than FY 1993 and join Congressman Norman Mineta in his call to provide 100 percent funding for both transit and highway programs at their fully authorized levels.

Recognizing the growing need for local areas and states to set individualized priorities for their federal transportation funds, the ISTEA includes $58 billion which is flexible from highways to transit projects. The funding can be directed through several different programs, the most important of which are the Surface Transportation Program and the Congestion Mitigation and Air Quality Program.

The Surface Transportation Program authorized $23.9 billion over six years establishing a $19 billion flexible, intermodal program out of the old Federal Air Primary, Secondary and Urban systems program. This program allows for funding of transit capital projects, carpool projects, and a variety of air quality control measures.

The Congestion Mitigation and Air Quality program authorized $6 billion all of which is flexible to mass transit. This program is intended to fund projects that will contribute to attainment of national ambient air quality standards. In addition, while the funds will be generally apportioned according to non-attainment area population, the formula also recognizes that an extreme ozone non-attainment area requires additional funding. Los Angeles is the only area in the country that would currently qualify as an extreme ozone non-attainment area.

The flexibility aspects describe above will empower local officials to direct scarce federal resources to projects providing the most benefits for dollars spent by taking into account local transportation needs and costs impacts. One of the benefits of flexibility is seen in a breakdown of the cost to change from traditional diesel fuel to alternatively fueled vehicles.

Flexibility of these dollars could be used to assist transit operators in meeting the cost demands of clean air mandates. The State of California has been ahead of the nation in establishing regulations for cleaning our air. The MTA's experience puts it in a good position to discuss the impacts of these increased costs and the impact that flexible spending of highways dollars can have on Los Angeles' system.

While the transit industry struggles to meet increasing service demands with a shrinking federal investment in operations, the costs to expand paratransit service, capital investments for accessible vehicles and facilities, purchase and maintenance of clean air vehicles, proposed regulations on drug testing, and President Clinton's proposed broad-based energy tax, add pressure to transit agency budgets.

Additionally, federal regulations for underground fuel storage tanks require that the MTA spend an estimated $12 million to replace or modify existing fuel storage tanks at its 12 operating divisions. Combined with new regulations for drug testing, that would bring the total cost of the MTA's program to nearly $2.3 million a year.

Any federal policy that makes transit less competitive, in our opinion, will be counterproductive. If increased transit costs are passed on to transit customers, whether as higher fares or service reductions, the MTA's ability to increase ridership and thereby save energy and reduce air pollution will be adversely impacted.

The transit industry has struggled to meet increasing service demands with a shrinking federal investment in operations. In 1980, federal operating assistance made up 47.3% of the MTA's total operating subsidy. Today only 11.0% or $47 million of our operating assistance comes from the federal government, well below the 50% federal matching cap. It is our understanding that the Administration's 1994 budget numbers are approximately 22% below the authorized operating assistance levels in ISTEA.

Operating assistance is essential to all transit operators regardless of size. Operating assistance should be funded at the $1.034 billion in FY 1994, the level authorized by ISTEA.

Should this federal operating assistance continue to dwindle, we will be forced to take one of two actions:

- Cut service by approximately 16%. This action would result in a loss of service to over 200,000 daily riders; or
- Increase fares by about 30 cents.

A fare increase of this magnitude would result in a loss of 5% of the MTA's total annual ridership, approximately 21,000,000 riders annually. The increased auto use by the 21 million former transit users at the average auto occupancy level of 1.396 passengers per vehicle would generate an additional 25 tons per day of mobile source emissions, 9,125 tons annually.

The Congress should make absolutely clear that the Secretary should adjust Section 9 formula appropriations from the mass transit account of the highway trust fund and the general fund of the Treasury to assure that each recipient receives from the general fund of the Treasury an amount equal to the recipient's operating cap or, where the recipient's total apportionment is lower that its operating cap, an amount equal to the recipient's apportionment. This could be accomplished by adding Section 9 to the list of sections that can be funded from the mass transit account of the highway trust fund under section 21(a)(1) in section 3025 of the Act.

While the emphasis would appear to be on federal operating assistance, we do not want the Subcommittee to underestimate the cost of maintenance, facilities, and purchase costs.

Full funding for programs that are flexible to transit will not only allow industry to meet federal clean air goals, but provide increased and more efficient service, improved facilities, expand the number of busways and rail lines, and establish a national intermodal transportation system.

Conclusion

Fully funding the Los Angeles County Metropolitan Transportation Authority's request for $208 million in FY 1994 will continue Los Angeles' strong commitment to support the mandates set forth by Congress while creating thousands of jobs, both locally and nation wide. Funding for Metro Red Line's Segment 2 will fulfill Congress' share of $667 million and, combined with continued funding of Segment 3, will ensure that Los Angeles proceeds with its ambitious program to enhance mobility and make significant air quality improvements. Combined with the MTA's request of $18 million for the Gateway Intermodal Transit Center at Union Station, Congress will carry on its critical role as a partner in the effort to develop one of the most efficient transportation networks in the country.

STATEMENT OF

RAY REMY

PRESIDENT, LOS ANGELES AREA CHAMBER OF COMMERCE

BEFORE THE

HOUSE COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

UNITED STATES HOUSE OF REPRESENTATIVES

MAY 6, 1993

STATEMENT OF MR. RAY REMY
PRESIDENT, LOS ANGELES AREA CHAMBER OF COMMERCE

Mr. Chairman, thank you for providing us the opportunity to appear before your Committee this morning. My name is Ray Remy and I am President of the Los Angeles Area Chamber of Commerce and the alternate of Mayor Tom Bradley to the Los Angeles County Metropolitan Transportation Authority.

Los Angeles is making great strides to create mobility options to lessen our dependence on the automobile, improve the region's air quality, and create jobs for our county's workforce. However, we are also in the middle of one of the worst economic recessions since the 1930's.

Unemployment in Los Angeles County is at eleven percent (11%), the highest since the early 1980s. Massive defense cutbacks have hurt our region, forcing specialized high skilled labor to search for alternative employment markets. The civil disturbance of last April and the general state of the economy has significantly impacted our tourism industry. And our construction industry is facing one of the most difficult years of the past decade. Combined, the result is that Los Angeles County has a significantly higher unemployment rate than the national average.

Yet, despite this gloomy tale, Los Angeles is clearly embarked upon developing a highly effective system of public transportation, from bus and paratransit services, light rail and commuter rail, to the opening of the Metro Red Line, Los Angeles' first modern subway.

One of the most important programs for Los Angeles is the construction of our rail program, in particular the Metro Rail project. The overall rail program, which includes light rail, heavy rail and commuter rail services, will provide numerous options to the residents of the entire Southern California region, encouraging them to leave their cars at home and take public transportation to and from work.

This effort is significant in reducing traffic on our congested freeways and reducing harmful emissions like Nitrogen Oxides (NOx), Reactive Organic Gases (ROG), and Particulate Matter (PM-10) that have such a detrimental effect on our air quality. Equally important, construction of the Metro Rail project means jobs to a region that has felt the impact of the recession more severely than any other region in the country.

President Clinton stated a few months ago that our country's economy could not rebound without a recovery in Los Angeles. Knowing that such a recovery can only occur with a stimulus in job creation and retention, we are proud to say that construction of the Metro Red Line project has created more than 46,000 jobs for just the first segment of the Metro Red Line. Completion of the second leg of the Metro Rail project will have created more than 41,900 additional jobs. With the federal government's help, the Metro Rail project will be a large source of employment for a region that has had its share of unemployment problems, creating more than 140,000 jobs from 1987 to the year 2001.

There are other ancillary social and economic benefits of rail transit development as well. Such benefits extend to a myriad of business enterprises including joint development and entrepreneurial opportunities. Additionally, community and regional benefits derived from congestion relief, reduced energy consumption and improved air quality cannot be underestimated. Transportation has and will continue to be a cornerstone of economic development for many cities including Los Angeles.

The business community has realized the many primary and secondary benefits of public transportation. Rail development, in particular, is a source of long-term, direct employment and provides unique opportunities for minority and women owned enterprises. The multiplier effect that results from such highly-skilled employment will provide many social benefits that cannot be measured by employment statistics alone. Joint development partnerships can provide the economic and social benefits of increased transportation accessibility for all income levels of our multi-cultural and ethnic community. Additionally, rail development complements our efforts to enhance property values and assist in the re-gentrification of existing urban neighborhoods.

Further development of Metro Rail will provide employers with options to offer more transportation alternatives to their employees. According to last year's statistics, an average of 137,397 hours are wasted each day in traffic congestion on Los Angeles County freeways, costing business an estimated $240 million annually. Fully forty percent (40%) of commuters say they would be willing to consider alternatives to driving alone. The business community believes that building Metro Rail is an important step to providing such alternatives.

Our request for a total of $208 million, $190 million for the Metro Rail project ($70 million for completion of the federal government's share of $667 million for MOS-2 and $120 million for MOS-3 divided equally between the three segments) and $18 million for the Gateway Intermodal Transit Center at Union Station will create thousands of jobs for Los Angeles and help to stimulate our ailing economy.

Your continued investment in surface transportation is important nationally, but may be nowhere more important than Los Angeles at this time. We appreciate the federal government's commitment in previous years to assist Los Angeles to develop a world-class transportation network, and we look forward to continuing that partnership to complete the Metro Rail project.

Thank you.

STATEMENT OF FRANKLIN WHITE

CHIEF EXECUTIVE OFFICER

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

BEFORE THE

HOUSE COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

UNITED STATES HOUSE OF REPRESENTATIVES

MAY 6, 1993

STATEMENT OF FRANKLIN WHITE
CHIEF EXECUTIVE OFFICER
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Mr. Chairman, I appreciate the opportunity to appear before you today, as this is my first appearance before Congress in my new capacity as Chief Executive Officer of the Los Angeles County Metropolitan Transportation Authority (MTA).

As you may know, the Los Angeles County Metropolitan Transportation Authority is the result of a merger which took place on April 1 of this year, between the Southern California Rapid Transit District, and the Los Angeles County Transportation Commission. In the past, bus and rail operations were conducted by the Southern California Rapid Transit District, and the planning, programming of funds and construction of transportation facilities in Los Angeles County were the responsibility of the LA County Transportation Commission.

This merged operation is designed to increase efficiency and reduce the costs of delivering transportation services to the people of our area.

We have, I believe, the largest public works project in the country with the construction of the Metro Rail system in Los Angeles. We operate one of the largest bus systems in the United States, and we have an annual budget that rivals that of many countries.

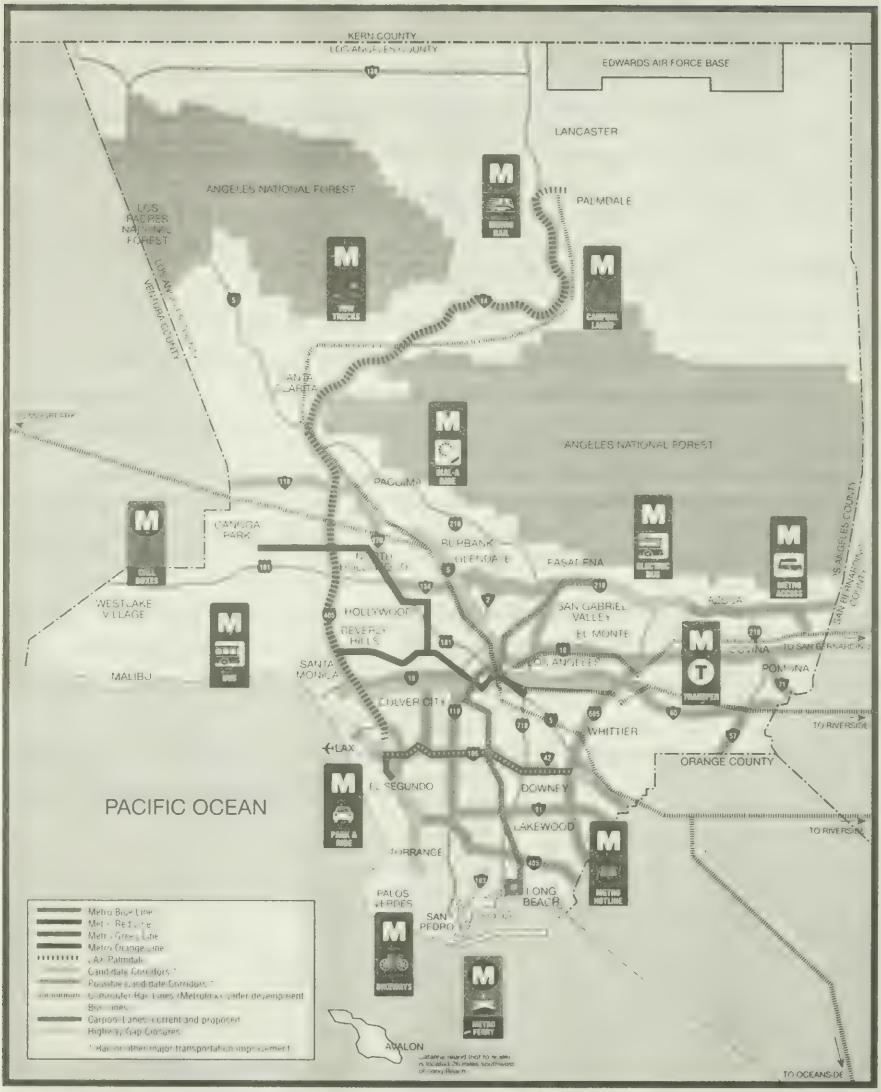
This is a huge undertaking, and I am proud to be associated with the many outstanding people who make up the MTA.

While I am new to Los Angeles, I am not new to transportation. Prior to joining the MTA, I was the Commissioner of Transportation for the State of New York. I served in the Virginia Department of Transportation, and in the Carter Administration during the 1970s.

I am well aware of the outstanding work that you and this Subcommittee have done in the past, and I am looking forward to working with you and the Subcommittee to improve our transportation network for Southern California.

Thank you, Mr. Chairman, for allowing me to make these remarks.

METRO
An Integrated Transportation System



METRO SERVICES

Metro Rail
400-mile system of light rail, subway, commuter rail and similar transportation improvements by 2010

Metro Bus System
Includes all 14 Los Angeles County Bus Systems with 2,500 peak hour buses today. System will be expanded to 3,900 peak hour buses

Metro Hotline
A telephone line that receives service improvement recommendations from the public and also provides transit information

Metro Freeway Service Patrol
Tow trucks that patrol County freeways during commuter hours providing free highway vehicle services

Metro Dial-A-Ride
Transportation for the elderly and persons with disabilities

Metro Call Boxes
Hearing-aid compatible emergency cellular call boxes located on Los Angeles area freeways

Metro Carpool Lanes
Over 300 miles of new Carpool Lanes on the Freeway System

Metro Bikeways
500 miles of bikeways that encourage biking as a smog-free form of transportation

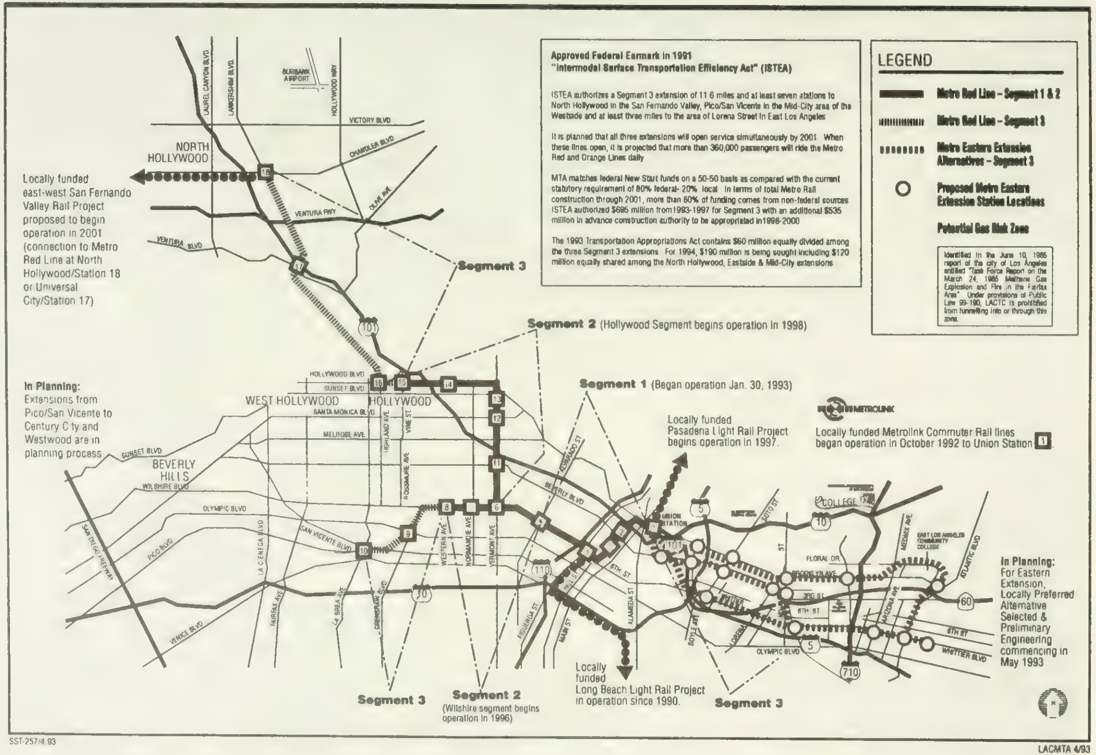
Metro Fares/Transfer
A Fare-Payment Card allows riders to use the same card to transfer between all the Metro bus and rail services

Metro Electric Buses
Bus electrification is part of a program that will provide a 100% clean fuel bus fleet

Metro Park & Ride
Public parking lots provided to motorists who wish to use public transportation or ride share

Metro Access
Countywide curb-to-curb service that provides longer-distance transportation for those people who are incapable of using fixed route bus and rail service

Los Angeles Metro Red Line
Segment 3



Approved Federal Earmark in 1991
"Intermodal Surface Transportation Efficiency Act" (ISTEA)

ISTEA authorizes a Segment 3 extension of 11 6 miles and at least seven stations to North Hollywood in the San Fernando Valley, Pico/San Vicente in the Mid-City area of the Westside and at least three miles to the area of Lorena Street in East Los Angeles

It is planned that all three extensions will open service simultaneously by 2001 When these lines open, it is projected that more than 360,000 passengers will ride the Metro Red and Orange Lines daily

MTA matches federal New Start funds on a 50-50 basis as compared with the current statutory requirement of 80% federal- 20% local In terms of total Metro Rail construction through 2001, more than 80% of funding comes from non-federal sources ISTEA authorized $695 million from1993-1997 for Segment 3 with an additional $535 million in advance construction authority to be appropriated in1998-2000

The 1993 Transportation Appropriations Act contains $60 million equally divided among the three Segment 3 extensions For 1994, $190 million is being sought including $120 million equally shared among the North Hollywood, Eastside & Mid-City extensions

LEGEND

Metro Red Line – Segment 1 & 2

Metro Red Line – Segment 3

Metro Eastern Extension Alternatives – Segment 3

○ Proposed Metro Eastern Extension Station Locations

Potential Gas Risk Zone

Identified in the June 10, 1985 report of the city of Los Angeles entitled "Task Force Report on the March 24, 1985 Methane Gas Explosion and Fire in the Fairfax Area" Under provisions of Public Law 99-190, LACTC is prohibited from tunnelling into or through this zone.

Locally funded east-west San Fernando Valley Rail Project proposed to begin operation in 2001 (connection to Metro Red Line at North Hollywood/Station 18 or Universal City/Station 17)

In Planning: Extensions from Pico/San Vicente to Century City and Westwood are in planning process

Segment 3

Segment 2 (Hollywood Segment begins operation in 1998)

Segment 1 (Began operation Jan. 30, 1993)

Locally funded Pasadena Light Rail Project begins operation in 1997.

Locally funded Metrolink Commuter Rail lines began operation in October 1992 to Union Station 1.

In Planning: For Eastern Extension, Locally Preferred Alternative Selected & Preliminary Engineering commencing in May 1993

Segment 3

Segment 2 (Wilshire segment begins operation in 1996)

Locally funded Long Beach Light Rail Project in operation since 1990.

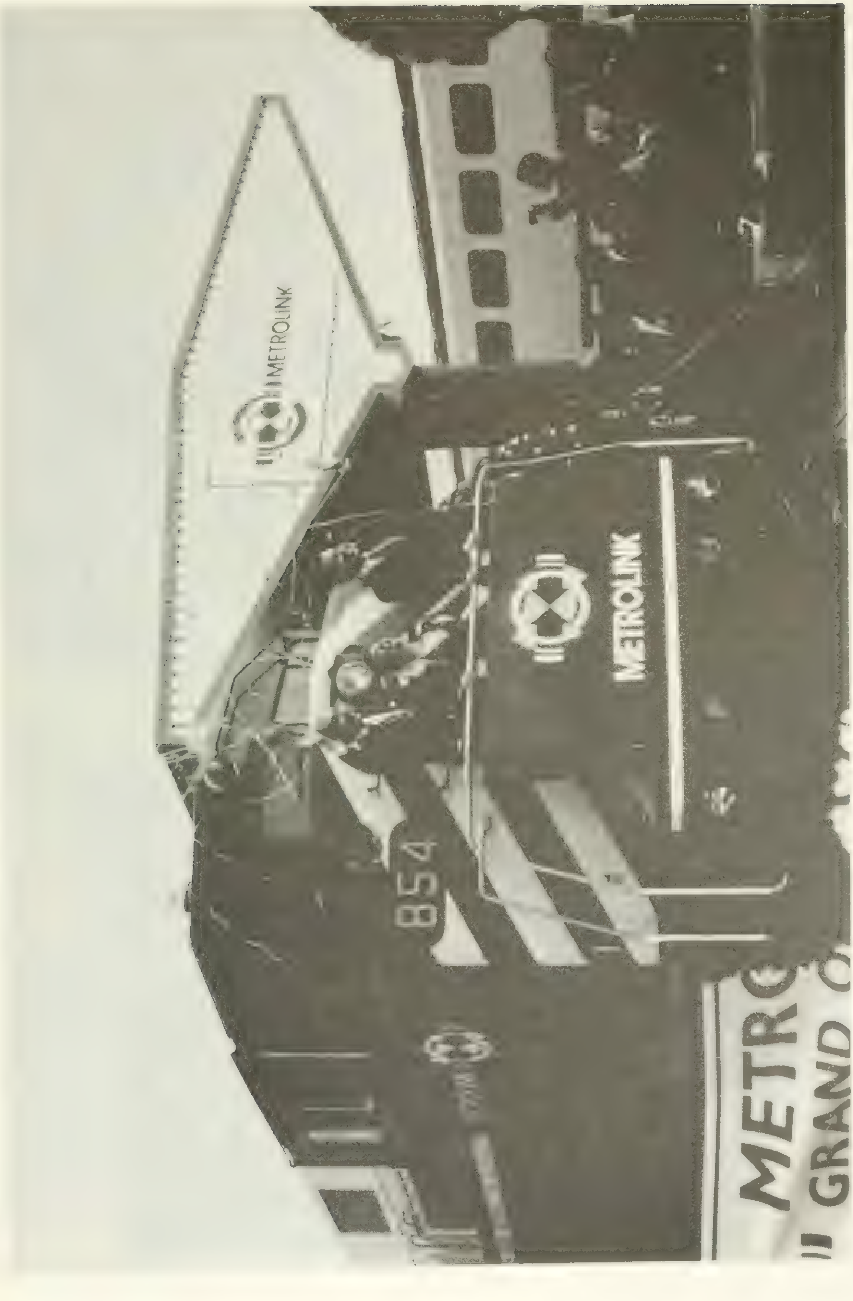
Segment 3

SST-257/4 93

LACMTA 4/93

PROJECT AERIAL

THE TRANSIT PLAZA


METROLINK
METROLINK
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METRO
GRAND

COMMUTER EXPRESS
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802

Components of the METRO SYSTEM

Greater Los Angeles Transportation Coalition
A Public/Private Partnership

TESTIMONY OF

RON LAMB
EXECUTIVE DIRECTOR
GREATER LOS ANGELES TRANSPORTATION COALITION

BEFORE THE
HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MAY 6, 1993

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE:

THANK YOU FOR THE OPPORTUNITY TO BE HERE TODAY.

MY NAME IS RON LAMB. I SERVE AS THE EXECUTIVE DIRECTOR OF THE GREATER LOS ANGELES TRANSPORTATION COALITION. I AM PLEASED TO REPRESENT THE LOS ANGELES TRANSPORTATION COMMUNITY AND EXPRESS OUR STRONG AND CONSISTENT SUPPORT FOR THE METRO RAIL PROJECT.

LOS ANGELES IS THE SECOND LARGEST URBANIZED AREA IN THE COUNTRY, WITH A POPULATION THAT IS SURPASSED BY ONLY FOUR STATES IN THE NATION OTHER THAN CALIFORNIA. ACCORDING TO RECENT PROJECTIONS, WE WILL ADD ABOUT 5 MILLION PEOPLE TO OUR AREA BETWEEN NOW AND THE YEAR 2010. LOS ANGELES COUNTY ALONE IS EXPECTED TO DOUBLE ITS POPULATION BY THE YEAR 2040.

WE IN THE BUSINESS COMMUNITY, LABOR COMMUNITY, AND PUBLIC SECTOR RECOGNIZE THE EXPANDED ECONOMIC OPPORTUNITY WHICH SHOULD RESULT FROM OUR POPULATION GROWTH, AND OUR STRATEGIC POSITION ON THE PACIFIC RIM. WE ARE ALSO ACUTELY AWARE OF THE NEED TO ADDRESS THE CRITICAL CHALLENGES CONFRONTING SOUTHERN CALIFORNIA -- ESPECIALLY, IMPROVING MOBILITY AND AIR QUALITY.

404 South Bixel Street, Los Angeles, CA 90017/(213) 629-0649

RAIL RAPID TRANSIT AND TRANSPORTATION DEMAND MANAGEMENT ARE KEY PARTS OF THE STRATEGY TO MAINTAIN MOBILITY AND IMPROVE AIR QUALITY THROUGHOUT SOUTHERN CALIFORNIA. THE BUSINESS COMMUNITY'S COMMITMENT TO THE METRO SYSTEM IS DEMONSTRATED BY THE SIGNIFICANT CONTRIBUTION TO THE STATION CONSTRUCTION COSTS THROUGH THE ESTABLISHMENT OF BENEFIT ASSESSMENT DISTRICTS. MOREOVER, WE BELIEVE IT IS ESSENTIAL TO CONTINUE TO STRENGTHEN OUR PARTNERSHIP WITH CONGRESS, SO THAT WE MAY FULLY ADDRESS THE SIGNIFICANT TRANSIT NEEDS OF SOUTHERN CALIFORNIA --- FOR IT IS ONLY THROUGH THIS COOPERATIVE EFFORT THAT LOS ANGELES WILL BE ABLE TO MEET THE MOBILITY CHALLENGES OF TODAY AND TOMORROW. WE BELIEVE THAT CONTINUED CONGRESSIONAL SUPPORT MAY, IN LARGE MEASURE, DETERMINE WHETHER WE ARE ABLE TO CAPITALIZE ON THE TREMENDOUS POTENTIAL BENEFITS AFFORDED BY EXPANDED ECONOMIC OPPORTUNITY.

IN 1990, THE VOTERS OF CALIFORNIA MADE A MAJOR COMMITMENT TO THE FUTURE OF OUR STATE TRANSPORTATION SYSTEM WHEN THEY APPROVED A 10 YEAR, $18.5 BILLION TRANSPORTATION IMPROVEMENT PROGRAM. PAST ADMINISTRATIONS HAVE INDICATED THAT STRONG STATE AND LOCAL TRANSPORTATION FUNDING COMMITMENTS ARE NECESSARY. WE BELIEVE THAT CALIFORNIA HAS RISEN TO THAT CHALLENGE. NOT ONLY HAVE WE BEEN WILLING TO RAISE MONEY AT THE LOCAL LEVEL THROUGH LOCAL SALES TAXES, BUT THE STATE HAS MADE THE MAJOR COMMITMENT OF A 5 CENT INCREASE IN THE GASOLINE TAX WITH A SUBSEQUENT 4 CENTS TO BE LEVIED THROUGH 1994.

ALTHOUGH THE MEASURE APPROVED BY THE VOTERS PROVIDES CRITICAL HELP IN FUNDING OUR TRANSPORTATION IMPROVEMENT PROGRAM, THERE IS THE EQUALLY ESSENTIAL NEED FOR THE FEDERAL GOVERNMENT TO ASSUME ITS RESPONSIBILITY TO ASSIST IN THESE INVESTMENTS. IT IS ENCOURAGING TO SEE THAT THE PERCENTAGE OF FEDERAL INVESTMENT IN

TRANSIT HAS BEEN INCREASED SUBSTANTIALLY IN THE AUTHORIZATION OF THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT. WE PARTICULARLY FEEL THAT WHERE STATE AND LOCAL COMMITMENT HAS BEEN MADE, THE FEDERAL GOVERNMENT ALSO NEEDS TO ASSUME ITS RIGHTFUL SHARE BY FULLY FUNDING THE TRANSIT LEVELS AUTHORIZED IN ISTEA. THE IMPORTANCE OF THESE STATE AND FEDERAL DOLLARS CANNOT BE OVERSTATED.

WE IN LOS ANGELES URGE CONGRESS TO CONSIDER THE CRISIS THAT WE ARE FACING. OUR GROWTH CANNOT BE SUPPORTED OR SUSTAINED WITHOUT A CORE SYSTEM AS AN ESSENTIAL AND INTEGRAL PART OF OUR TRANSPORTATION NETWORK. WE ASK FOR YOUR SUPPORT FOR AN INVESTMENT IN THE FUTURE --- $190 MILLION IN FY NINETY-FOUR (94). THIS INCLUDES THE FUNDING NECESSARY TO COMPLETE THE FEDERAL COMMITMENT TO CONSTRUCTION OF SEGMENT TWO (MOS-2) ($70 MILLION) AND $120 MILLION TO BEGIN WORK ON ALL THREE EXTENSIONS OF SEGMENT THREE (MOS-3) OF THE RED LINE IN OUR RAIL TRANSIT SYSTEM. WE ALSO REQUEST $18 MILLION FOR OUR GATEWAY INTERMODAL TRANSIT CENTER AT UNION STATION, DESIGNED TO LINK SEVERAL MODES OF TRANSPORTATION AS INTENDED UNDER THE AUTHORIZATION OF THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT. THESE APPROPRIATIONS WILL ENABLE THE SOUTHERN CALIFORNIA COMMUNITY TO EFFECTIVELY FACE THE CHALLENGE OF IMPROVING OUR MOBILITY AND AIR QUALITY.

THE GREATER LOS ANGELES TRANSPORTATION COALITION, A PUBLIC/PRIVATE PARTNERSHIP OF LABOR, COMMUNITY LEADERS, ELECTED OFFICIALS AND THE BUSINESS COMMUNITY, STANDS READY TO WORK WITH YOU AND OUR PUBLIC OFFICIALS AT THE STATE AND LOCAL LEVEL --- WE ASK FOR YOUR HELP AS A PARTNER IN THIS EFFORT.

THANK YOU.

Mr. **Carr**. I can't resist the question, though, Mr. Alatorre. If it is between full-funding ISTEA and full-funding Section 3, what would you like me to do?

Mr. **Alatorre**. Well, I mean, I would—I would like you to fund both of them.

Mr. **Carr**. But if that is not a choice, what would you advise me to do?

Mr. **Alatorre**. That is a hard choice. Obviously, full funding of ISTEA.

Mr. **Carr**. The problem we have, and I wanted to ask Senator Feinstein this same question because I know she—this committee—it is not helpful to this committee. I would just tell you not to repeat the mantra of full-funding of ISTEA, and let me tell you why.

First, ISTEA created by our good friends on the authorizing committee, made a lot of assumptions. Some of those assumptions have not proven true. One of the assumptions was that we would have the revenues to fully fund ISTEA, and it is quite clear from the GAO report that we don't have enough revenues to fully fund ISTEA.

The administration has tried to be helpful in this regard, and has designated the two-and-a-half cents to come back into transportation and away from the deficit. However, it is coming in not this year, but at the end of next year. It is coming in a little too late.

The administration is also proposing a Btu tax. The administration, on top of that, is proposing that alternative fuels be exempt from the Btu tax. All of that is going to reduce the revenues to the trust fund, including the two-and-a-half cents.

The administration recognized that the two-and-a-half cents was not sufficient when they included a provision allowing the highway fund to borrow money from the transit fund, and basically then said, let's figure out how we figure our way out of this hole in the next authorization, somewhere down the line.

That is all well and good for the administration. That is all well and good for our friends on the authorizing committee. It does not help us on this committee. We are responsible to produce a solid, consistent cash flow to transportation projects within the limits of the money in the trust fund, within the limits of the revenue. It does not help this committee to repeat the mantra, full-funding of ISTEA. I would just tell you that.

We are going to help you out. You have got a good project. I have been out there; I have been briefed on it regularly. I appreciate the way the Los Angeles community has come together and communicates its desires.

I would just also say, Mr. Alatorre, that we would hope the Nation's economy couldn't recover without Michigan, as well.

Mr. **Remy**. I agree.

Mr. **Alatorre**. Also let me just comment, as a person that loves ties, I appreciate——

Mr. **Carr**. You are all doing real well today. Okay. Mr. Madison has on an excellent tie.

Mr. **Alatorre**. Once again, Mr. Chairman, thank you and we take your admonitions; and obviously, MOS 3 is very important. I would underscore that.

Mr. CARR. Thank you very much.

Mr. REMY. I was using as a reference the President of the United States in his comments, though.

Mr. CARR. I am going to have to educate the President about the economic condition of Michigan, as well.

THURSDAY, MAY 6, 1993.

SAN FRANCISCO BAY AREA PROJECTS

WITNESS

HON. NANCY PELOSI, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CARR. Our next witness is our good friend and fellow colleague on the Appropriations Committee, Congresswoman Nancy Pelosi from San Francisco. Welcome, always nice to see you.

Mr. PELOSI. Thank you very much, Mr. Chairman. Thanks for the opportunity to be here this morning, and since the couple of years that I have been on the committee, one thing I learned is that brevity is preferred, so I will strive to be brief.

I want to take every chance I get to thank you and Mr. Wolf and the Members of this committee for allowing us to proceed with our transportation plans in San Francisco and in the Bay Area. We are proud of our 70–30 ratio, local to Federal; and we are, hopefully, also proud that what we are doing there will serve as a model to the rest of the country. That would not be possible, of course, without this committee's long-standing support of transportation improvements not only for San Francisco, but throughout the entire Bay Area. And hopefully that will continue so that we can complete the projects currently under way.

Mr. Chairman, Mr. Wolf, as you know, parts of San Francisco are still recovering from the damage caused by the Loma Prieta earthquake. Only last week one lane of Interstate 280 was opened back into San Francisco, and that was only one lane coming into the city, so our commerce has been impeded because of the lack of transportation. So we are still working on that. That is not due to any problem at the Federal level; it is because of the resolution of some local decisionmaking that has to take place.

But with that in mind, I wanted to bring a couple of projects, additional projects, to the committee's attention. The Muni Turnback and Extension, the FTA is completing negotiation on a full-funding grant agreement, allowing construction to be initiated for the Muni Metro Turnback facility. This project is a high priority for the San Francisco Bay Area and has enjoyed strong support for the subcommittee in the past.

The Embarcadero Freeway, the replacement road for the earthquake-devastated Embarcadero Freeway is currently in the environmental phase and will link other waterfront transit and highway projects. Work under way on this project is funded with earthquake emergency relief funds provided by the subcommittee. Nearly $58.5 million of those same funds have been set aside for the project's construction.

Terminal Separator, the Terminal Separator which linked the Embarcadero Freeway to the Bay Bridge is currently being demolished but remains the subject of some controversy between San Francisco and CalTrans. CalTrans has proposed to replace the 1950s-design freeway with one similar at an estimated cost in excess of $100 million. Many in the community sought to have alternative designs examined which will better serve the transportation and land use needs of San Francisco. Studying such an alternative design and approach, recently endorsed by the Secretary of Transportation, would not only reflect sensitivity to current and future plans but would also likely mean substantially reduced capital costs for the Terminal Separator replacement, I am pleased to report.

I would like to work with the subcommittee to develop report language requesting FHWA to allow the Terminal Separator and Embarcadero Freeway to be integrated for purposes of environmental review design and eventual construction. Such an approach not only offers implicit assurance that these replacement facilities will be coordinated with San Francisco's planning, but is more efficient and economical.

Emergency relief funding. I would also like to work with the subcommittee to ensure that sufficient emergency relief funding previously appropriated to California is preserved for these two freeway replacement elements.

Mr. Chairman, Golden Gate Bridge—new issue—the Golden Gate Bridge is one of the world's most spectacular suspension bridges. It has stood as a symbol of our region and our Nation for over half a century. The Golden Gate Bridge is a critical component of our regional and national transportation system.

The Golden Gate Bridge requires extensive upgrading to meet current seismic standards. The cost of retrofitting this national landmark will be substantial. I would like to ask the committee to include report language directing the U.S. Department of Transportation to work closely with CalTrans, the Golden Gate Bridge and Transit District, the affected communities and the Metropolitan Transportation Commission to develop a funding plan for retrofitting this facility in the most expeditious and cost-effective manner possible for this national treasure. And for the safety of thousands, we can do no less, I believe.

In closing, I would like again to thank you, Mr. Chairman. I have submitted a fuller statement for the record. In that statement, I might add in listening to your previous question, we call for—let me just read it directly, so I don't—some of our program is dependent upon fully funding the section 3 discretionary program.

Thank you very much, Mr. Chairman, Mr. Wolf for your consideration of our request.

Mr. CARR. Mr. Wolf, any questions?

Mr. WOLF. I have no questions.

Mr. Carr. Thank you for being here. I would ask you to take one of our new investment criteria that we released yesterday. It is on the table in front of you. You might pass that back to the folks in San Francisco and tell them that future new projects will have to meet those criteria.

Mr. Pelosi. I appreciate that.

Thank you very much, Mr. Chairman, Mr. Wolf.

[The prepared statement of the Hon. Pelosi follows:]

STATEMENT OF REPRESENTATIVE NANCY PELOSI
BEFORE THE SUBCOMMITTEE ON TRANSPORTATION
MAY 6, 1993

Mr. Chairman: Thank you very much for the opportunity to testify this morning on behalf of important transportation projects in San Francisco. This committee's longstanding support of transportation improvements not only in San Francisco but throughout the entire Bay Area has been crucial to the progress we have made to date, and will continue to be necessary if we are to complete the projects currently under way.

Parts of San Francisco are still suffering from the damage caused by the Loma Prieta earthquake in October of 1989. Some freeways are still the subject of complicated repair efforts by CALTRANS; it was only last week that one lane was opened to traffic on Interstate 280 in San Francisco. Other freeway elements, such as the Embarcadero Freeway on San Francisco's downtown waterfront, have been demolished and removed, and are now the subject of environmental studies to determine a proper replacement facility. Yet another freeway segment, the Terminal Separator as it is called, which linked the Embarcadero Freeway to the Bay Bridge, is currently being demolished but remains the subject of some controversy between San Francisco and CALTRANS. Since these last two freeway segments - the Embarcadero replacement and the Terminal Separator replacement - are integral to a larger, on-going transportation investment program on the City's waterfront, sensitivity to the replacement designs is very important.

The 1989 earthquake, despite the terrible devastation, provided us with a unique opportunity to rethink many of the transportation decisions which were made almost forty years ago. During the past three years, we have worked diligently to ensure that the replacements to these demolished freeways are designed in a manner that responds to future, rather than past, transportation and land use plans in San Francisco's downtown and adjacent waterfront. These plans, as reflected in the Waterfront Transportation Program, are aimed at revitalizing the waterfront, improving transit service, reducing traffic congestion, and adding valuable open space to the community.

I would like to provide you with a brief update on the status of the waterfront project, and ask for your continued support in helping, not only with the completion of these projects, but also with assurances that the freeway replacements support and are consistent with San Francisco's plans.

Prior to the earthquake, the waterfront transportation program consisted of four project elements - three transit and one highway.

MUNI TURNBACK AND EXTENSION

1. The Municipal Railway's Metro Turnback facility is an underground light rail modernization project at the foot of Market Street. This $400 million improvement is the highest ranked transit project in the Bay Area, and this committee has consistently supported the project during past years. At this time, the FTA is completing negotiation of a full funding grant agreement so construction can be initiated in June of this year.

2. The Municipal Railway's Metro Extension project is a nearly two mile surface light rail extension from the Turnback project south along the waterfront to and through the 300 acre new community in San Francisco, Mission Bay. No federal funds are being utilized in accomplishing this transit improvement.

3. The Municipal Railway's F Line trolley project is a mile and one-half light rail surface trolley extension from Market Street along the waterfront to the Fisherman's Wharf area. This project, which is forecast to carry more than 20,000 trips per day, is also being accomplished without federal funding assistance.

EMBARCADERO ROADWAY

4. The Embarcadero Roadway project is the creation of a landscaped boulevard the length of the downtown waterfront, with modern signalization, safety improvement, and multiple pedestrian crossings. In the median of this boulevard will be placed both of the light rail extensions which I have mentioned. The south

segment of this project, in which federal Interstate Transfer funds play an important role, is well under construction (inclusive of the rail element), while the north segment will be under construction in a matter of weeks.

As I mentioned earlier, we have been attempting to integrate with these transportation improvements, the replacement designs for the Embarcadero and Terminal Separator freeway segments, both of which have been demolished.

The Embarcadero Freeway replacement project is currently in the environmental phase and its design is very important since it is located at the center of our waterfront and will link the other waterfront transit and highway projects. Work underway on this project is funded with earthquake Emergency Relief funds provided by this Subcommittee, and nearly $58.5 million of those same funds have been set aside for the project's construction, by a former Secretary of Transportation.

TERMINAL SEPARATOR

The Terminal Separator freeway segment was the double and triple deck facility which linked the Embarcadero Freeway to the Bay Bridge structure. Like the Embarcadero Freeway, it was severely damaged in the earthquake and it was determined that the best course was to remove it entirely and replace it with a new facility. CALTRANS has proposed to replace this 1950's designed freeway with one of similar design at an estimated total cost in excess of $100 million. I agree with many in San Francisco, including the Mayor and the Board of Supervisors, who have questioned CALTRANS' plans to replace the Terminal Separator with a nearly identical structure, and instead have sought to have alternative designs examined which will more properly serve the future transportation and land use needs of San Francisco. Studying such alternative designs, an approach recently endorsed by Secretary Pena, would not only reflect sensitivity to current and future plans, but would also likely mean substantially reduced capital costs for the Terminal Separator replacement. Unfortunately, CALTRANS seems somewhat reluctant to support this approach.

In order to move forward expeditiously with the design and reconstruction of the Embarcadero replacement -- both the Embarcadero Freeway and the Terminal Separator -- it will be necessary for the FHWA, CALTRANS, and the City of San Francisco to work closely together in the coming months. CALTRANS has postponed its Terminal Separator reconstruction contracts for three months to allow the City to examine alternative Separator designs, but has provided no assurances that any alternative other than the full replacement will be given further consideration.

Consequently, I would first like to work with this Subcommittee to develop report language to request the FHWA to allow the Terminal Separator and Embarcadero Freeway to be integrated for purposes of environmental review, design, and eventual construction. Such an approach not only offers implicit assurance that these replacement facilities will be coordinated with San Francisco's planning, but this approach is also more efficient and more economical.

EMERGENCY RELIEF FUNDING

I would like to work with the Subcommittee to ensure that sufficient Emergency Relief funding, previously appropriated to California, is reserved for these two freeway replacement project elements. This should include Emergency Relief funding to complete the environmental review, design, and engineering. Necessarily, it should also include the capital financing needed to accomplish the two project elements, which includes the $58.5 million previously set aside for the Embarcadero Replacement, as well as whatever additional funds would be required, by CALTRANS estimates, to replace, in kind, the Separator facility.

GOLDEN GATE AND BAY BRIDGE SEISMIC UPGRADE

Mr. Chairman, the Golden Gate Bridge is one of the world's most spectacular suspension bridges and has stood as a symbol of our region and our nation for over a half-century. The Golden Gate and Bay Bridges are also critical components of our regional and national transportation system. As evidenced during the Loma Prieta earthquake in 1989, any failure of these structures can have severe economic consequences for the entire region not to mention the potential loss of life.

Both the Golden Gate and the Bay Bridge require extensive upgrading to meet current seismic standards. The cost of retrofitting these structures will be substantial. I would like to ask the committee to include report language directing the U.S. Department of Transportation to work closely with CALTRANS, the Golden Gate Bridge and Transit District, the affected communities, and the Metropolitan Transportation Commission to develop a funding plan for retrofitting both facilities in the most expeditious and cost effective manner possible. For these national treasures and for the safety of thousands, we can do no less.

BART AND REGIONAL RAIL DISCRETIONARY FUNDING

The San Francisco Bay Area's $3.5 billion program to extend its rail system is dependent upon fully funding of the Section 3 discretionary program. Like the rest of the Bay Area's transit system, this program is largely funded with state and local dollars -- over 70 percent to be exact. Only 30 percent is being sought from federal sources. However, Section 3 discretionary funding is critical to this program since it is these federal funds which trigger the release of local funds, thereby keeping the entire program moving.

Fully funding ISTEA would provide the Bay Area with $100 million in Section 3 funding. In addition, our region needs $55 million to make up for prior year shortfalls and to keep our program on schedule. In Fiscal Year 1994, these funds would be used for final design and initial construction elements for the BART extension project to San Francisco International Airport and right of way acquisition and vehicle procurement for the Tasman Corridor light rail project.

BUS DISCRETIONARY GRANT

The Bay Area is also seeking a $13 million Section 3 bus discretionary grant to fund capital costs associated with implementing the Americans with Disabilities Act.

In closing, I would once again like to thank you Mr. Chairman and the other members of the Subcommittee for your commitment to helping solve the complex transportation challenges that we face in San Francisco and the Bay Area. Thank you.

THURSDAY, MAY 6, 1993.

WASHINGTON STATE TRANSPORTATION PROJECTS

WITNESSES

HON. NORM DICKS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

HON. JOLENE UNSOELD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

HON. MARIA CANTWELL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

KAREN VIALLE, MAYOR, TACOMA, WASHINGTON

GREG NICKELS, COUNCILMAN, KING COUNTY, WASHINGTON

SID MORRISON, SECRETARY-DESIGNATE, WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

Mr. CARR. We are pleased to welcome the Honorable Norm Dicks, the Honorable Jolene Unsoeld, and the Honorable Maria Cantwell.

Mrs. UNSOELD. I am here.

Mr. CARR. Well, you are here. We will get under way, and you are going to be joined by Mayor Karen Vialle of Tacoma, is that right; and Councilman Greg Nickels of King County—Mr. Councilman—and our former colleague, Sid Morrison, Secretary-Designate. Is he here?

Mrs. UNSOELD. No. I am sorry, Mr. Chairman, I don't know; they weren't my responsibility to round up.

Mr. CARR. All right. Well, why don't you proceed? I don't want to appear to be impolite here, but I probably am. The fact is, we have 40 witnesses today, and I will be here until 9:00 tonight if we don't move along. Go ahead.

Mrs. UNSOELD. Mr. Chairman, since the way we had anticipated presenting this sort of was from north to south, I believe that I ought to let Greg start, but we did want to show a united front.

Mr. NICKELS. In our own unique northwest way.

Good morning, Mr. Chairman, Mr. Wolf. I appreciate the opportunity to come today from Washington State and talk to you a little bit about some of our issues from the Pacific Northwest, and in particular, in my case, from Metro Seattle. I chair the Metro Seattle transit committee and I am a member of the King County Council. We are here today to request a $15 million appropriation to help us in the process of converting our entire bus fleet to natural gas-powered vehicles. I know you have been provided with copies of my written testimony, but in the time that we have here, I would like to emphasize a couple of key points in that document.

The elected officials of King County have made the decision to lead the transit industry into a time when alternate-fuel coaches will be commonplace in our country. Our initial order of 360 coaches is the largest ever made and will double the number of alternately fueled coaches in the United States. We made the decision for a couple of reasons.

First, because natural gas engines emit fewer pollutants than even the cleanest burning fuel, current diesel engines. We made the decision because domestic supplies of natural gas are abundant, and in the long run are expected to cost us less, but right now the capital cost of converting to natural gas is higher. Metro expects to spend some $60 million more over this decade for natural gas because of those conversion costs.

The natural gas fueling of transit buses is a new American technology. It has been proven at a demonstration level but is not yet widely available. Industry leaders tell us that they need a large order like Metro's to bring down unit costs for everyone else.

Just as President Clinton's Executive order to convert federally owned fleet vehicles to alternate fuels will make it possible for other fleet owners to convert at lower prices, so will our purchase make it possible for other transit systems to convert to natural gas. These initial investments will help American manufacturers take proven alternate-fuel technology across that threshold, to provide a novel experiment and a widely available, cost-effective technology choice.

Aside from the vehicle costs, there is the cost of the fueling stations. Metro will work in partnership with four other jurisdictions in Puget Sound to establish an infrastructure of six fueling stations. Our goal is to make these facilities available to public and private vehicle fleet owners at market rates, thus lowering their individual costs.

Conversion of the Nation's buses to natural gas will make a large impact on America's reliance on foreign oil. Metro alone, by switching to domestic supplies of natural gas, will no longer require over 212,000 barrels of diesel oil each year.

And finally, this undertaking will make it easier for other transit systems by establishing methods and safety standards for converting existing maintenance facilities to natural gas.

In short, we believe that this $15 million investment will be returned to King County and to the Nation as a whole through reduced emissions, shifting of our reliance to domestic sources of fuel, and making a new technology commonplace.

Thank you for the opportunity, and the rest of our delegation has arrived. Thank you.

[The prepared statement of Mr. Nickels follows:]

Statement of the Hon. Greg Nickels
Before the House Appropriations
Subcommittee on Transportation
and Related Agencies
May 6, 1993

Good morning Mr. Chairman and members of the committee. My name is Greg Nickels, and I am here today from Washington State as a member of the King County Council and the chair of the Municipality of Metropolitan Seattle's Transit Committee. My purpose is to request your support for a project that will help not only the citizens of the Puget Sound Region, but the rest of the country as well by reducing America's reliance on foreign oil while helping to clean the air we breathe.

The elected officials of King County, serving on the Metro Council, recently made the decision to purchase natural gas-powered buses for all of our future fleet requirements. We made this decision because the citizens our region are committed to preserving the quality of our air and our environment. We made this decision because natural gas bus engines emit fewer pollutants than even the cleanest burning diesel engines. We made this decision because domestic supplies of natural gas are abundant and are expected to cost Metro $4.8 million less than diesel over the decade.

This purchase of 360 natural gas buses is a major step towards converting our entire diesel bus fleet to natural gas by the end of the decade and is estimated to cost $120.4 million. Metro will incur slightly more than $60 million in extra costs over the next seven years to convert our fleet, provide fueling stations and modify six maintenance bases.

We are requesting a FY 1994 Discretionary Bus Appropriation of $15 million for this effort as a federal investment in making natural gas buses a more practical choice for other transit systems in the U.S. This is the largest single purchase of natural gas transit coaches ever made. Metro's decision will help American manufacturers take proven natural gas technology across the threshold dividing novel experiment and a widely available, cost-effective technology choice. By making this federal investment, Congress will be providing a way for industry to convert to state of the art manufacturing methods and make it possible for other systems to make this same conversion at lower cost.

Over the last ten years, natural gas technology has been proven as a reliable, clean and maintainable energy source. Natural gas technology has been proven through several demonstration projects around the country involving fleet vehicles and some transit coaches. To date, however, individual vehicle purchases have been small and the cost per vehicle has been high.

It has never been economical for manufacturers to provide large scale production facilities in the hopes that demand would eventually catch up to their investment. Seattle

Metro's order for 360 natural gas buses will provide that incentive and some guarantee of a return on American manufacturers' investment. Just as we have seen in other high-technology areas, once mass-production capacity is in place, others will reap the benefits in product refinements and lower unit costs.

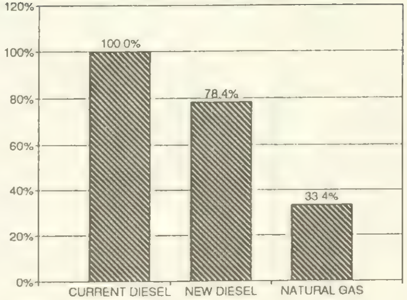
A second concern over natural gas technology has always centered around a lack of fueling facilities for natural gas vehicles. Metro will work in partnership with other jurisdictions in the Puget Sound region to establish six fueling stations. Our goal is to make these facilities available to public and private vehicle owners at market rates.

Aside from the cost of buses themselves, transit systems have shied away from conversion because of a lack of industry know-how to convert existing maintenance facilities for use by natural gas buses. Through our experience, we will establish national fire code and safety standards to further pave the way for other transit systems.

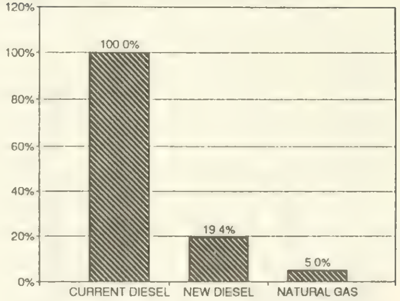
Innovation of this type is not new to Metro. In 1978, we pioneered the use of articulated coaches on U.S. roads, despite the American transit industry's skepticism -- we now have 378. In 1980, Metro was one of the first American transit agencies to add buses with wheelchair lifts to its fleet -- years before federal law required it -- we now have them on over 1,300 buses. Then, in 1990, Metro began using the nation's first dual-powered buses in the downtown Seattle transit tunnel, which was the first of its kind in the world -- we have 236.

This type of national leadership has meant, that for the second time in a decade, Metro has been named as the best large transit system in the country by the American Public Transit Association.

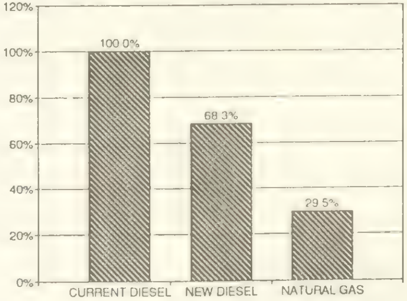
We believe that this $15 million investment will be returned to King County and to the nation as a whole through reduced emissions, shifting of our reliance to domestic sources of fuel and making this new technology commonplace.



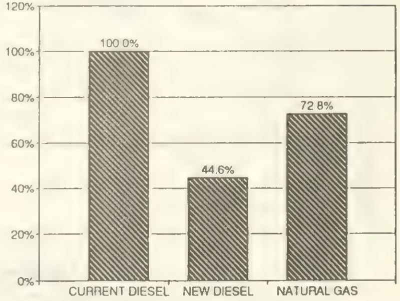
NOX EMISSIONS



PARTICULATE EMISSIONS

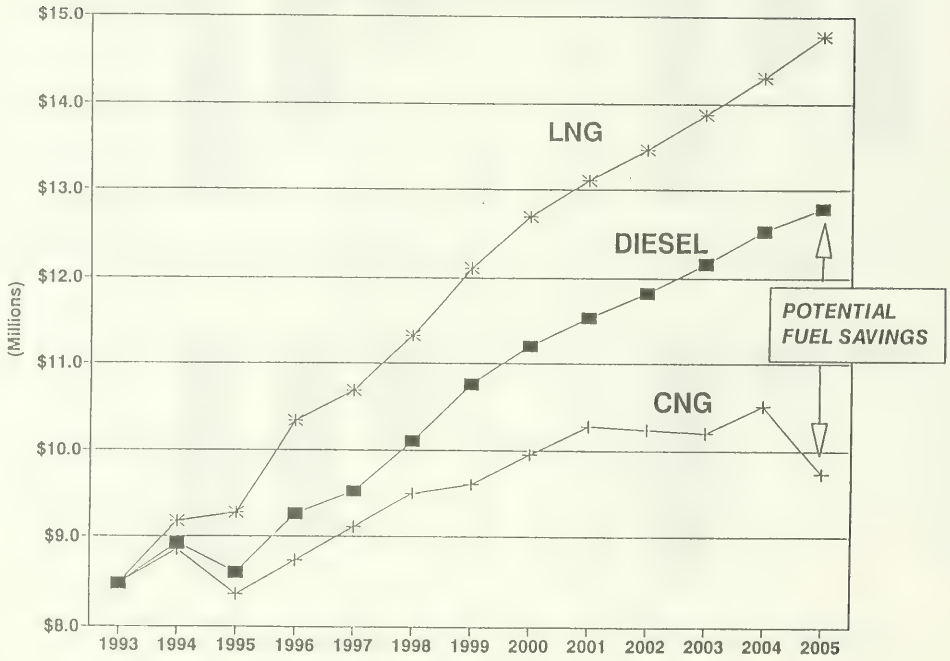


CARBON MONOXIDE EMISSIONS



HYDROCARBON EMISSIONS

TOTAL FLEET FUEL COSTS
CNG vs LNG vs DIESEL



Potential American Manufacturers for Natural Gas Buses

Bus Industries of America, Inc.
Oriskany, New York

Flxible Corporation
Delaware, Ohio

Gillig Corporation
Hayward, California

Neoplan USA Corporation
Lamar, Colorado

New Flyer Industries, Ltd.
Grand Forks, North Dakota

Transportation Manufacturing Corporation
Roswell, New Mexico

Inventory of Natural Gas Buses *Sold

395 sold to date nationwide

Customer	Manufacturer	# Buses Sold	Delivered	Scheduled for Delivery
NY DOT (Command Bus)	B.I.A.	2	8/87	
Tacoma	B.I.A.	30	15-10/91 15-7/92	
Mississauga	B.I.A.	10	6/92	
Toronto	B.I.A.	25	6/91	
GO Transit	B.I.A.	2	9/88	
Hamilton, ON	B.I.A.	30	15-1/92,	15-12/92
Salt Lake City	B.I.A.	5	8/92	
Reading, PA	B.I.A.	1	7/92	
Buffalo	B.I.A.	5		10/92
Rochester	B.I.A.	5		11/92
Syracuse, NY	B.I.A.	8		9/92
Binghamton, NY	B.I.A.	3	8/92	
MSBA Garden City, NY	B.I.A.	10		10/92
Sacramento	B.I.A.	95		1/93 to 9/93
Pittsburgh	B.I.A.	5	10/91	
Woodland, CA	B.I.A.	4		10/92
Chatham, ON	B.I.A.	2		1/93
Boise, ID	B.I.A.	2		1/93
		Total 244		
SCRTD	Flxible	10	5-12/89, 5-6/90	
Oceanside, CA	Flxible	6	4/92	
FT. Worth	Flxible	48	11/90, 10/91 (separate orders)	
Dallas	Flxible	2	10/90	
Miami	Flxible	5	11/91	
NJ Transit	Flxible	5	8/91	
Columbus, OH **	Flxible	1	8/89	
Cleveland	Flxible	23	11/91, 4/92 (separate orders)	
Tri-Met (LNG)	Flxible	8		LATE 93
Gary, IN (LNG)	Flxible	2		EARLY 93
Galveston	Flxible	1	4/92	
		Total 111		
Austin	TMC	30		3/93
		Total 30		
Orange County	Gillig	2	8/89	
Tri-Met (LNG)	Gillig	2		9/92
Minn-St. Paul (LNG) (6V-92)	Gillig	5		12/92
		Total 9		
Vancouver, BC (LNG) (6V-92)	New Flyer	1		11/92
		Total 1		

* Either CNG or LNG as reported by the following major North American bus builders, September 1992; Flxible, TMC BIA, New Flyer, Gillig

** Bus owned by Columbia Gas Company

Mr. Dicks. Mr. Chairman, I appreciate the honor of being here today with you and Congressman Wolf; and we sent one of our very best in Del Davis from the Defense Subcommittee over to the Transportation Subcommittee, both staff members.

I wanted to say we have had tremendous cooperation from your committee; and the Chairman, of course, has been out and Congressman Wolf has been out to the State of Washington and seen the kind of transportation problems we have in the Seattle-King County-Pierce County-Snohomish County corridor. It is a major issue in our State, and I am proud today to have my Mayor from Tacoma, the largest city in my district, Karen Vialle, who has been a real stalwart. And of course we have Maria Cantwell, a new member from the First District, who is on the House Public Works Committee; and Congresswoman Jolene Unsoeld, who represents the southern side, the Pierce County side; and of course, former Member, Sid Morrison, who will be our new Secretary of Transportation in the State of Washington.

I just want to say thank you for all the help.

[The prepared statement of the Hon. Dicks follows:]

Remarks of
Rep. Norm Dicks
House Appropriations Subcommittee on Transportation
May 6, 1993

Mr. Chairman. It is a pleasure to appear before this Subcommittee once again this year to apprise you of the transportation priorities of Washington State, and in particular the most congested area of our region -- the Puget Sound corridor. This Subcommittee has been very responsive to our priorities over the past decade, assisting in the Seattle Metro Tunnel project, the Tacoma-Seattle Commuter Rail project and in planning for a comprehensive transportation solution in the Puget Sound corridor.

I am pleased to be joined this morning by my colleagues, Representatives Unsoeld and Cantwell, who are here to explain briefly the infrastructure needs of their respective districts.

We are also honored to have a former colleague of ours with us today, former Congressman Sid Morrison, who is the Secretary-Designate of Washington State's Department of Transportation. Secretary Morrison is here today to comment on Washington State's transportation agenda, including two programs that are vital to my congressional district: the federal ferryboat and facilities fund -- critical for maintaining our maritime "highways" around Puget Sound -- and the Scenic Byway Program which has helped to fund the tri-state Coastal Highway U.S. 101.

Mr. Chairman, I would also like to introduce to this committee the Mayor of the City of Tacoma, Karen Vialle, who has been a major force in addressing the growth related challenges of the Puget Sound Corridor, now rated as one of the top five most congested metropolitan areas in the nation. Mayor Vialle has been instrumental in planning the Tacoma-Seattle Commuter Rail system, and she will be commenting on our request of the subcommittee this year to provide the final increment of federal funding for this critical transit link.

Finally, I am pleased that Greg Nickels of the King County Council, who also serves as Chairman of the Seattle METRO Transit Committee, is with us today to explain METRO's plans for a major new purchase of natural gas busses. It is my hope, Mr. Chairman, that the combined testimony of these witnesses will impress upon you and the members of this Subcommittee the urgency which we in the Washington State Congressional Delegation ascribe to these issues of growth, congestion and our ability to provide for our region's basic transportation needs in the 21st century. Thank you.

Mr. DICKS. We are going to be-we are going to have some major issues before us, and I think I want to start first by calling on Maria Cantwell to say a few words; and she is going to be a very active player as a new Member of the House Public Works Committee on transportation issues. And then we will go to Jolene, if she wants to say something, or to——

Mrs. UNSOELD. Move through your panel, and I will be last.

Ms. CANTWELL. Thank you, Congressman Dicks, Chairman Carr; I will be brief. I do want to take an opportunity to congratulate you on your new criteria for committee selection process on projects. Whatever questions we haven't answered today, I am sure we will be looking through that criteria process and applying them to these projects.

I appreciate the fact that this committee is allowing Members from the Washington State congressional delegation to testify. I am pleased to be a part of that. I have submitted in detail for your review this morning the projects that are important to us and highlight some of the service transportation funding that is important to the State of Washington and to the First Congressional District.

In the next 30 years, the Puget Sound region population and employment are expected to grow by about 50 percent; and as we all know, the traffic grows a little faster than employment does. That estimate in traffic congestion is about 80 percent. Given these population growth expectations for our area, transportation needs have been in the past and continue to be of utmost urgency.

While I understand the fiscal constraints that we are under right now, I think that not only are these emergency projects, but the infrastructure that they will provide, and the jobs and impact to the community, are vital.

I have also included in my testimony the specifics of three, I think, very effective and innovative projects that I do think have national significance. I believe that these projects are important to improve transportation in my region, and will demonstrate their own innovativeness. I would be happy to discuss these in more detail, but Mr. Chairman, given the time constraints this morning, I would like to go on.

Mr. CARR. Thank you, I appreciate that.

[The prepared statement of the Hon. Cantwell follows:]

STATEMENT OF THE HONORABLE MARIA CANTWELL
HOUSE SUBCOMMITTEE ON TRANSPORTATION APPROPRIATIONS
MAY 6, 1993

Mr. Chairman and members of the subcommittee, I appreciate this opportunity to discuss transportation priorities of the State of Washington's First Congressional District for Fiscal Year 1994.

The First District crosses three counties in the Puget Sound region (Kitsap, King and Snohomish Counties) that each have extremely pressing transportation needs. In the next 30 years, the Puget Sound region's population and employment are expected to grow by approximately 50%, with traffic expected to grow by 80 percent.

Given these projections it is vital that federal transportation programs be fully funded in Fiscal Year 1994. In 1993, Congress appropriated 82% of the highway funding and 58% of transit funding authorized by the Intermodal Surface Transportation Efficiency Act (ISTEA). There is a growing list of projects in the Puget Sound region and across the country that are eligible for ISTEA funding. I urge the subcommittee to fully fund ISTEA in FY94. While I understand the fiscal constraints under which we are operating, I believe that full ISTEA funding is an investment in jobs, as well as an investment in our nation's infrastructure and communities.

HIGH-OCCUPANCY VEHICLE (HOV) LANES IN SNOHOMISH and NE KING COUNTIES:

I cannot overemphasize the importance of completion of the HOV network in the First District and full funding of ISTEA is key to this effort. For example in Snohomish County, population has increased by 22% over the past ten years. However, during this same period of time the number of registered vehicles increased by 46% and the number of miles driven in the county rose 64%. At this time, there are more registered vehicles in Snohomish County than there are people.

The Washington State Department of Transportation, Snohomish Country Community Transit and King County METRO have identified HOV construction as a top priority for State DOT/ISTEA funds. During a severe fund shortage year, the Washington State Legislature has still elected to put over 15% of the total available construction program statewide into HOV lanes as the congestion mitigation solution of choice. In the Puget Sound urban area, virtually all freeway lane construction is dedicated to HOV lanes. The State Legislature has also chosen to make a substantial six year commitment to upgrading Amtrak service from Vancouver BC to Portland. The Amtrak commitment is exclusively State funds.

Full funding of ISTEA assures continuation of full interstate completion funding, National Highway System (NHS) funding and Surface Transportation Program (STP) funding, all of which are contributory to the HOV expansion program in the greater Puget Sound region.

The HOV program is a pivotal portion of the congestion mitigation program for the area and has ramifications in clean air programs, clean water issues and the societal cost of sitting on freeways in the allegedly 4th most congested area of the nation. Economic experts from our area suggest that we lose over a billion dollars a year due to gridlock on our roads. Compare that to the total Washington State transportation highway preservation and construction program of $1.7 billion a biennium.

The pledging of over 15% of our scarce transportation resources is a very strong statement of Washington State's commitment to HOV lanes. While the interstate completion funds make up a substantial portion of our current HOV commitment, through the year 2001 our State is committed to a total system of over 270 miles both on and off the interstate system. The completion of HOV facilities is being complemented by an increase in express bus service and expansion of vanpool fleets. The State's Commute Trip Reduction Act in conjunction with public/private ridesharing efforts, such as the University of Washington's "U-Pass" Program and Boeing's Pass Subsidy Program ensure a high rate of utilization of these HOV lanes.

FERRY FUNDING:

I would also like to highlight another aspect of the ISTEA legislation of vital importance to my district - ferry funding. Section 1064 allocates funds for the construction of ferry boats and ferry terminals. Mr. Chairman, my district is divided by Puget Sound. As a result, ferries are both extensions of our highways (and several ferry routes will be part of the National Highway System) and a mass transit system.

The Washington State Department of Transportation operates one of the largest ferry systems in the

United States, carrying almost as many passengers as AMTRAK carries nationally. The ferry system is the second largest mass transit system in Washington State, second only to Seattle METRO. Thousands of passengers per day share a ride with one another on several of our commuter runs that also carry autos -- and we also have a growing passenger only ferry system.

The funding for the program is quite modest - only $17 million authorized in FY94. This is a competitive grant program which has worked well. I urge this subcommittee to fully fund Section 1064 and ensure that the competitive nature of this program be preserved in the future.

Mr. Chairman, I would like to ask the subcommittee to consider three projects that I believe have the potential to improve transportation in our region and throughout the country due to the innovative approaches demonstrated in each one.

INTERMODAL TRANSPORTATION CENTER PROJECT - EDMONDS, WASHINGTON:
The development of an intermodal transportation center in Edmonds is also a priority for FY94. Within the last two years, studies have concluded: 1) the existing ferry terminal is insufficient to handle the future traffic demand; 2) the at-grade conflict of ferry boarding traffic crossing train traffic slows the movement of people and goods and creates a safety hazard; 3) the existing train station is not capable of accommodating the long-term needs for international, intercity and commuter train loading, and; 4) transfer capability between ferry, train, and bus modes is inadequate at the current locations.

A preliminary feasibility study was completed in 1992 that recommended relocation of the ferry terminal. The cost of the preliminary feasibility study was $120,000 and was paid for by the Washington State Department of Transportation. The study recommended that the next step be a detailed planning and engineering study of the proposed project. Under this plan, engineering studies to determine the most appropriate siting of the ferry terminal component of the multimodal facility will be performed. Specific adjacency requirements of jointly siting the ferry, train, bus and other transportation terminals will be resolved. Appropriate mitigation measures to both the natural and manmade environments will be described.

The above noted planning effort will take approximately 18 months to complete and will cost approximately $550,000. The FY94 federal funding request is for $350,000. The city of Edmonds will provide up to $75,000 over the next 18 months. Washington State Department of

Transportation will provide up to $75,000 over the next 18 months. Community Transit has also indicated a willingness to commit $50,000 to this project in FY94.

This intermodal transportation center will be a model project that captures the vision of national, state and regional transportation goals. The project will serve as a shining example of an innovative planning/engineering effort which involves public/private cooperation and multi-jurisdictional partnering. At its completion, this project will serve as an example to the rest of the nation how to efficiently move people and goods through and to a number of transportation modes at one location. **Most importantly, this is a first as far as evaluating the siting of seven different modes of transportation in a single location: passenger and auto ferry transportation; local and express bus modes; the international, intercity and commuter rail modes; surface highway mode (State Route 104); automobiles; and bicycles.**

Locally, jointly siting all modes of transportation at one center will facilitate an efficient and cost-effective transfer of people and goods between modes. Separation of grade between the various modes will ensure faster and safer movement of people and goods as well as improving the safety of local transportation routes. Creation of an intermodal center will improve local transit, thereby reducing auto traffic in the downtown area and it will enhance the development of a regional bikeway system to encourage biking as an alternative commuting mode.

According to the city of Edmonds, the intermodal facility will reduce air pollutants generated by autos in overcrowded ferry holding lanes. It will remove noise levels of long waiting lines along a heavily used state highway. It will remove the noise of non-local autos from the overloaded arterial streets of the City. Incorporating a surface water/non-point pollution collector system in the relocated ferry holding area should improve the water quality of adjacent wetlands.

In summary, all the evidence shows that an intermodal transportation center of the magnitude proposed in Edmonds will demonstrate the ability to move people and goods throughout the Puget Sound region (or at other locations around the nation) using reliable, convenient and safe transportation services including modal transfers. The project should conserve environmental quality of the region and local area by conserving land and energy resources and containing the air pollution growth. This project should also improve the region's economic vitality by creating opportunities for jobs and access to services.

I have attached additional information on this project for your review.

SNOHOMISH COUNTY - ARTERIAL HIGH OCCUPANCY VEHICLE (HOV) SYSTEM DEMONSTRATION PROJECT:

Travel demand in the Puget Sound region is facing challenges of unprecedented magnitude. These conditions demand exploration of innovative, non-traditional transportation solutions. Historically, high-occupancy vehicles (HOVs) have utilized "diamond lanes" on freeways. Up to now, arterials have not often been considered viable HOV treatment candidates due to their complex operations characteristics of intersections, driveways and mixed residential and retail use. **Earlier this year, Snohomish County Community Transit completed a first in the nation study of suburban arterial HOV treatments. Implementation of HOV treatment on arterials of this character has not been done anywhere else in the country.**

Community Transit led a multijurisdictional study effort to define ways to implement HOV on selected arterial streets in the urbanized areas of Southwest Snohomish County. The goal was to recommend specific HOV improvements on specific arterials that would provide the public infrastructure to support State legislative requirements under the Commute Trip Reduction and Growth Management Acts and overcome congestion problems that detract from the economic productivity of the commercial and industrial sectors of the region.

In order to test the viability of implementing this type of program in Snohomish County and across the nation, a demonstration project is proposed to establish a signal priority system. Ninety intersections have been recommended to provide an interconnected network crossing jurisdictional boundaries to test transition between differing signal systems and to provide the basis evaluation as a system of arterials. The second dimension is environmental review, design analysis and construction of select connectivity links to the freeway HOV system to evaluate full regional impact. This is a modest start that will allow incremental improvements in the future.

The advantage of a demonstration project are multidimensional. According to Community Transit, benefits to the county and region will include decreases in travel delay for HOVs (without adversely impacting SOV traffic); reduced fuel consumption; reduced CO, hydrocarbons and nitrogen oxide emissions; and person movement capacity increases at a lower cost in both dollars and environmental impact such as displacements, wetlands disturbance and water quality degradation. For the total system recommended, 770,000 person hours of delay is estimated to be saved annually, fuel consumption will be reduced by 80,000 gallons annually, carbon monoxide emissions 150 tons annually, hydrocarbon emission will be reduced by 10 tons annually and nitrogen oxide emissions will be reduced by 3 tons annually. A demonstration project of this innovative concept to the arterial environment will allow the traveling public to gain experience and confidence with the effectiveness of the system.

In addition to addressing the local issues in Snohomish County, this project will provide a mechanism to evaluate available Automatic Vehicle Identification (AVI) technologies and address the growing national transportation problems posed by increasing suburb-to-suburb commuting. The results of this demonstration will be transferable to other areas of the country for similar projects. I am convinced that this project has not only regional benefit, but national significance. I am asking the Transportation Appropriations Subcommittee to provide $1.54 million in the Intelligent Vehicle-Highway System (IVHS) program funding in FY94. Community Transit will provide $760,000 during the same period, a 33% local match further emphasizes the strong local commitment to this innovative demonstration.

I have also attached additional information on this project for your consideration.

ASH WAY PARK AND RIDE LOT AND DIRECT HOV ACCESS:

Community Transit operates commuter service from Snohomish County to the Seattle Central Business District and the University of Washington. The anchor of that service is four park and ride lots along I-5 in the southwest section of the County. A new lot just north of Lynnwood has been proposed that would not only address the lack of parking space available, but will introduce a new concept in Park and Ride lots in the Puget Sound region - direct freeway HOV lane access. The direct access will significantly improve transit travel time and reliability performance. The demonstration of this concept in the region is to determine the effectiveness of this mechanism to effect a significant mode shift from single-occupant vehicles to transit.

The new parking lot will be constructed in the North Lynnwood area and will add more than 1,000 spaces for commuters. The expected result is reduction of more than 2,000 SOV trips per day for the 20 miles into Seattle, with associated reduction in energy demand, air pollution and congestion.

In order to expedite this important project, I am also requesting that the subcommittee provide $2.3 million in Section 3 ISTEA funds for Phase I construction of the parking lot. The State of Washington will provide $600,000 in FY94 for this project. It is important to note that in the total context of this project, the local/State level of funding will be 52%, far exceeding the standard 20% local share required by law. This project has the total commitment of three participating agencies:

Snohomish County, Community Transit and Washington State DOT.

I would also like to take this opportunity to mention my support for a request submitted to the subcommittee by King County's METRO for FY94 discretionary transit bus funding. This request would help METRO meet the capital costs of converting the fleet of more than 1,000 buses to natural gas.

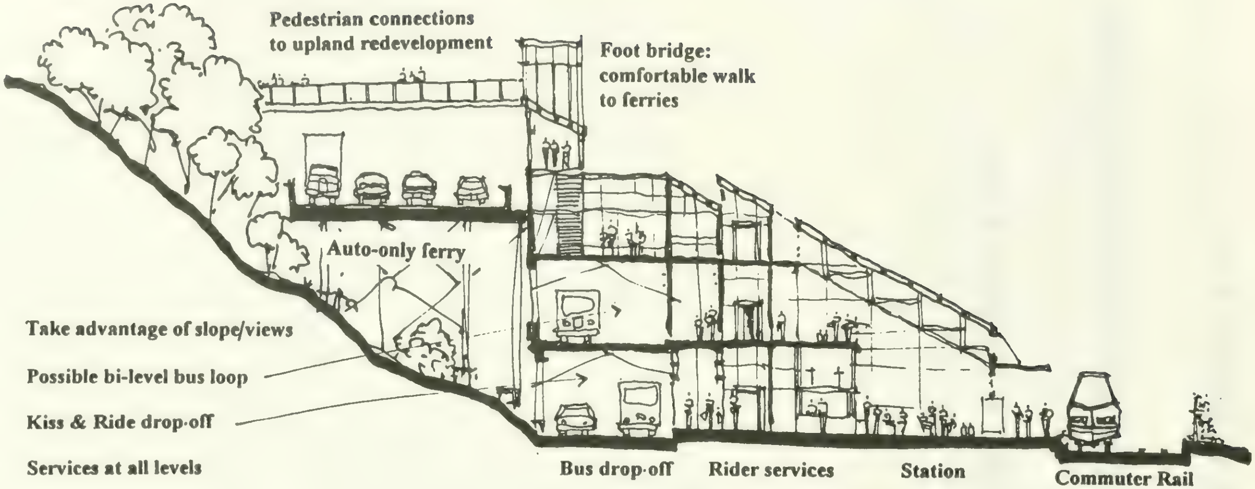
In conclusion, I bring these transportation programs and projects to your attention because they will dramatically impact transportation in my district and should benefit communities throughout the country. Mr. Chairman, I appreciate the subcommittee's consideration of these requests and would be happy to entertain any questions that subcommittee members may have.

Thank you.

ATTACHMENT #1

INTERMODAL TRANSPORTATION CENTER

EDMONDS, WASHINGTON

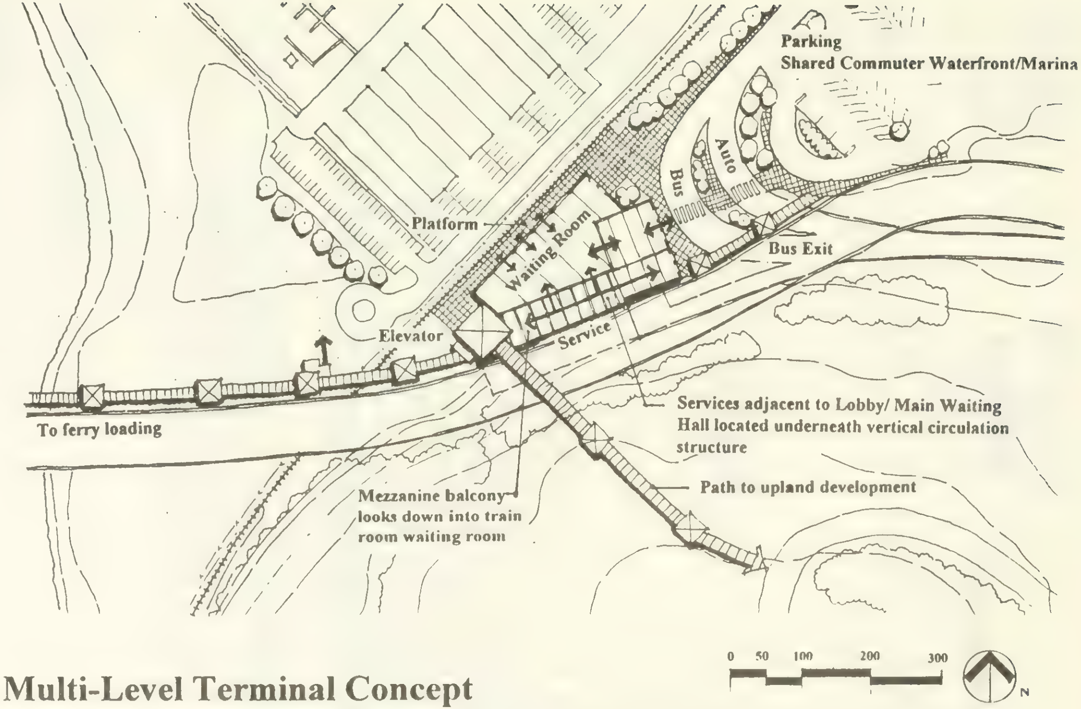


Schematic Cross Section Diagram

Edmonds Multimodal Transportation Center

Preliminary Planning Concept 29 April '93

City of Edmonds MAKERS architecture & urban design


Parking
Shared Commuter Waterfront/Marina
Auto
Bus
Bus Exit
Platform
Waiting Room
Elevator
Service
To ferry loading
Services adjacent to Lobby/ Main Waiting Hall located underneath vertical circulation structure
Path to upland development
Mezzanine balcony looks down into train room waiting room
0
50
100
200
300
N

Multi-Level Terminal Concept

Edmonds Multimodal Transportation Center

Preliminary Planning Concept

29 April '93

City of Edmonds

MAKERS architecture & urban design

CITY OF POULSBO

POST OFFICE BOX 98
POULSBO, WASHINGTON 98370

Administration 779-3901
Engineering 779-5111
Fire 779-3997
Planning 779-3006
Police 779-3113
Public Works 779-4078
Bremerton 479-8441
Seattle 223-5259

April 23, 1993

Congresswoman Maria Cantwell
1520 Longworth House Office Building
Washington, D.C. 20515

Dear Maria:

The City of Poulsbo supports the concept of an improved intermodal transportation facility in Edmonds.

Many of our area's citizens use the Edmonds-Kingston ferry and the back up in the ferry lines is causing unreasonable delays. The lack of a second loading facility at the Edmonds ferry dock can cause severe disruption in auto, passenger only and commercial traffic when the one loading facility is inoperable. The Edmonds-Kingston run is one of the fastest growing routes in the system and needs a second loading dock as soon as possible.

As we understand it, the proposed plan would improve the efficiency of State Highway 104--a major east-west arterial in our state--and eliminate a dangerous mixture of vehicles and people crossing the state's major railroad north-south corridor at the current site. If fully developed, it would also allow Kitsap County residents additional transportation options such as transfers to buses, enhanced Amtrak service to Canada and a proposed new commuter rail service to Seattle and Tacoma.

As a waterfront city, Poulsbo is sympathetic to the concerns of the Edmonds community that their downtown business district is cut off from their waterfront by the current ferry loading area.

We look forward to working with you, WSDOT, Edmonds and other interests in eliminating this traffic bottleneck at the present ferry dock.

Sincerely yours,

Richard Hitchusson
Mayor

Community
Transit

Snohomish
County Public
Transportation
Benefit Area
Corporation

Administrative Offices
1133 164th St. SW.
Suite 200
Lynnwood, WA 98037
206-348-7100
Fax 353-4749

Kenneth J. Graska
Executive Director

April 27, 1993

The Honorable Maria Cantwell
United States House of Representatives
1520 Longworth House Office Building
Independence & New Jersey Ave., S.E.
Washington, D.C. 20515

Dear Representative Cantwell:

The Community Transit Board overwhelmingly supports the concept of a multimodal transportation center in Edmonds.

The project will increase the capacity and improve the movement of people between ferry, rail, auto, and most importantly to us, bus transit. The proposed project will solve numerous safety issues for users of our bus services as well as other transportation modes and for the local citizenry.

The project epitomizes the visions of both regional and local transportation plans. Our staff has committed to work with you, the State Department of Transportation, the City of Edmonds and other interests in making this once-in-a-lifetime opportunity come true.

Sincerely,

John M. Walker

JOHN M. WALKER
Chairman, Community Transit Board of Directors

L1.14

ATTACHMENT #2

SNOHOMISH COUNTY ARTERIAL H.O.V. PROJECT

Community Transit

Community Transit's Arterial System High Occupancy Vehicle (HOV) Study

As congestion increases on Snohomish County's arterial roadways, Community Transit is looking for ways to maintain mobility for people traveling to and from work and school A powerful mobility tool is the provision of priority treatments for high-occupancy vehicles (HOV's) -- buses, vanpools and carpools Traditionally, the centerpiece of these priority treatments are HOV "diamond lanes" on freeways reserved for the exclusive use of people riding aboard buses, carpools and vanpools. The travel time savings and trip-time reliability afforded by these lanes is a persuasive motivator in convincing people to travel in a high-occupancy vehicle

Recent air quality, growth management and transportation demand legislation has prompted our region to look for ways to maintain and increase the attractiveness of HOV travel. For this reason, Community Transit is pleased to present this overview of their Arterial System HOV Study

HOV Treatments on Arterials

The road not traveled...yet

Historically, arterials have not often been considered viable HOV treatment candidates due to their complex operational characteristics of intersections, driveways and mixed residential and retail use. However, with the growing need to improve the people-carrying abilities of all major roadways, be they freeways or arterials, this attitude is slowly changing

The Community Transit Arterial System HOV Study is a national first -- a comprehensive study of a system of suburban arterial HOV treatments that had not been undertaken before. To successfully address this challenge, the study featured participation of two committees - the Steering Committee and the Technical Advisory Committee - composed of elected officials as well as senior and technical staff from various agencies and governments with jurisdiction in the study area. These committees provided guidance at each stage of the study process. Committee members were called upon to review draft reports and articulate their perspectives at individual and group meetings

In addition, interviews were conducted with individuals representing a variety of community, corporate and developer interests. The purpose of these one-on-one discussions was to measure initial support and concerns regarding potential arterial HOV treatments. The findings of these interviews were provided to the study's committee members (see Executive Interviews Report) to assist them as they deliberated the merits of specific HOV treatments The study's ongoing media relations component assured that the general public remained informed of study developments and outcomes.

The Technical Analysis Process

Evaluating the possibilities and pitfalls

Before the analysis of specific arterial corridors began, a comprehensive set of HOV treatment alternatives appropriate to the arterial environment was developed. This was accomplished by identifying urban and suburban arterial treatments, researching examples of their use and analyzing their potential for effectiveness in Snohomish County. These activities are documented in the Study's Alternatives Report

After identifying the set of alternatives for analysis, the process of developing methods for analysis of these alternatives was conducted, resulting in the Analysis Methodology Report. To test the usefulness of these analysis methods, the 164th St. SW corridor was analyzed using the recommended methodology, resulting in refinement of the analysis process (see Validation of Analysis Methodology Report).

Once the analysis process was defined, the Technical Advisory Committee and the Steering Committee identified the top candidates for inclusion among the 100 miles of arterials to be analyzed. 100 miles proved to be sufficient to allow for analysis of all of the most congested corridors in the county (see Identification of Candidate Corridors for HOV Improvement Report)

Data Collection and HOV Treatment Evaluation

Defining individual HOV corridor visions

Extensive data collection then began, with the study team gathering a variety of information including traffic volumes, intersection turning movement volumes, average vehicle occupancy, transit service and ridership and accident statistics Utilizing the previously adopted analysis methods, twenty-one arterial corridors were selected for further study This analysis involved evaluating HOV treatments which showed potential for success in specific corridors with respect to ten measures of effectiveness. These measures were

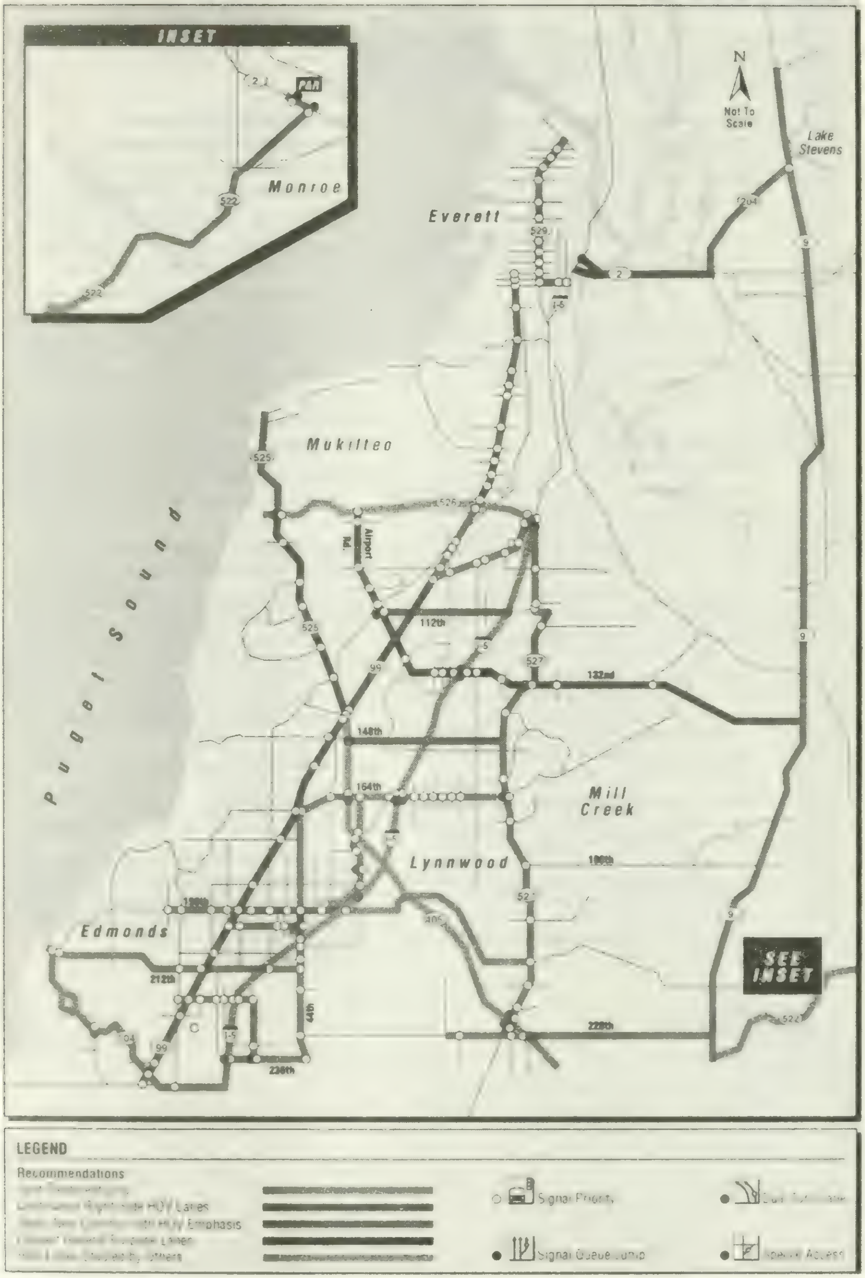
- HOV Travel Time Savings
- Person Throughput
- Person Moving Capacity
- HOV Cost Effectiveness
- Overall Traffic Operations
- Safety
- Enforceability
- Impact on Regional HOV Continuity
- Local Agency Support
- HOV Travel Time Reliability

It's important to note that the analysis methods developed for the study featured conservative assumptions. Changes in vehicle occupancy rates or changes in policies which would further support HOV facilities would result in higher estimates of benefits, which in turn could warrant the implementation of additional HOV treatments

(Continued on back page)

PARSONS
BRINCKERHOFF

System Map


INSET
2
P&R
522
Monroe
522
N
Not To Scale
Lake Stevens
204
9
Everett
529
2
I-5
Mukilteo
525
526
Airport Rd.
Puget Sound
525
112th
I-5
99
527
132nd
148th
164th
Mill Creek
I-5
Lynnwood
196th
527
196th
Edmonds
104
212th
99
I-5
44th
238th
228th
9
SEE INSET
522
LEGEND
Recommendations
HOV Emphasis
Signal Priority
Signal Queue Jump
Special Access

(Continued from front page)

Completion of the evaluation activities resulted in the drafting of individual corridor recommendations. Prior to review by the committees and finalization of recommendations, HOV treatment recommendations for individual corridors were "tested" through a series of focus groups. At these focus groups, specially selected commuters and business owners familiar with the corridor were asked their opinion regarding treatments being considered. Focus group findings are detailed in the Focus Groups Report.

From Corridor Segments to an HOV System
Presenting the sum of the parts

Based on all the previous activities, an analysis of the impact of the HOV system as a whole was presented in the System Report. This report provided aggregate measures of estimated system usage, capacity and costs for the year 2000, and also addressed special issues such as the implications of computer simulation analysis of signal priority treatments and locations for providing special HOV access to freeways.

Finally, a Summary Report was prepared to provide a succinct synopsis of the study process, findings and recommendations.

PROJECT GLOSSARY

HOVs:

High Occupancy Vehicles (buses, vanpools, and cars with two or more occupants (if defined as "2+ HOV's").

Arterial:

A roadway which serves as a major travel corridor but does not have restricted access (i.e. vehicles may access the roadway at intersections and driveways).

Treatments:

Facilities, technologies or operational plans applied to roadway corridors to provide priority of movement to HOV's.

Priority:

An advantage, in the form of roadway space or green traffic signal time allocated specifically to HOV's, designed to allow eligible vehicles to bypass congestion.

Signal Priority Treatments:

Technologies and strategies which provide priority to HOV's at signalized intersections by identifying the presence of HOV's in the approaching traffic stream and adjusting the timing of traffic signals to provide more green time to vehicles carrying more people.

Spot Treatments:

Treatments which are applied to a given intersection of an arterial roadway and designed to bypass congestion which is focused at that spot.

Continuous Treatments:

Treatments which are applied to a segment of an arterial roadway containing more than one signalized intersection, and which are applied both at the intersections and between the intersections.

Findings and Conclusions

Recommendations Overview

- 24 miles of dedicated arterial HOV lanes - many of these would be designed to also improve access to adjacent businesses.
- Signal Priority technology for 154 intersections
- 14 Spot treatments (signal queue jumps or dual turn lanes) at 13 intersections
- Special access to freeway HOV lanes at 8 locations

Resulting Improvements

The system as a whole would provide travel time savings of 3,000 person hours per day. The system of HOV lanes would provide capacity for an additional 19,000 persons on Snohomish County arterials during peak hours

Estimated Costs

HOV lanes have been recommended for seven corridors for which $222 million in improvements have been previously planned, including $163 million for reconstruction of the SR 2 structures across the Ebey Slough Modifying the current plans to accommodate the HOV lanes recommended in this study would increase the total cost to $252 million, or a net increase of $30 million. The preliminary order-of-magnitude estimate for the total cost of special access to freeway HOV lanes at eight locations is $60 million. The signal priority treatments at 154 intersections are estimated to cost approximately $2.3 million. The spot at 14 locations are estimated to cost approximately $1.9 million. (All estimates are in 1992 dollars.)

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Mr. Dicks. Now we will call on our Mayor, Karen Vialle, who has been a real leader in transportation issues in the Puget Sound area, particularly in the Tacoma-Pierce County area.

Mr. Carr. Welcome, Mayor.

Ms. Vialle. Thank you, Congressman Carr, Mr. Wolf. I am delighted to be back. This is the third year that we have been here to discuss basically the regional transportation plan for the Puget Sound region and the commuter rail. Our Council Member Nickels and I also serve and represent the Puget Sound Joint Regional Policy Committee. This committee was formed to develop a high-capacity transit plan that would address the growing concerns about traffic congestion, pollution and sprawl in the Puget Sound region.

I think, as you well know, right now the Seattle-Tacoma-Everett corridor ranks number four in the Nation in traffic congestion. We really appreciate the assistance that this subcommittee has provided our region over the years, and one of the reasons we are here today is to thank you for that support and to give you an update on the progress, particularly in the area of the commuter rail and the plans for the year ahead.

I would also like to express my own gratitude for the outstanding leadership and guidance that my own Congressman, Norm Dicks, has given me throughout this process, and for championing the computer rail. Norm and I appeared before you in 1991 and made the first request for this project. We have been investigating the possibility of commuter rail service in the Puget Sound region for several years.

The proposed commuter rail service could be implemented relatively quickly—Burlington Northern estimates approximately two years—because it will utilize, and I want to underscore this, existing tracks. The service would connect the downtowns of the two largest cities in the State, Tacoma and Seattle, and several employment centers, including Boeing plants along this corridor; and we are now also contemplating extending the service to Everett in the north. Secretary Morrison said we have called it dome-to-dome, but we may now call it dome-to-homeport if we are able to extend it.

I would like to outline to you the major progress that we have made on the subject of commuter rail since you gave us the first initial appropriation in 1991. We expect final action on a regional transit system planned by the Joint Regional Policy Committee within the next few weeks, and this will be a major milestone in our region. We also anticipate for the Nation a multicounty regional transit authority, consisting of King, Pierce, and Snohomish Counties to be formed by late summer.

Ms. Vialle. Commuter rail in the last year has generated broad public and private sector support, including that of the Boeing Company. We have successfully demonstrated the operational feasibility of the commuter rail on the existing track with several experimental runs between Tacoma and Seattle. A panel of independent technical experts appointed by the Governor has reviewed all the technical work to date, and their reviews have been extremely positive regarding the feasibility and the cost of the commuter rail.

We have nearly completed background work for a competitive procurement process to solicit potential providers for the commuter rail equipment operations and trackage between Tacoma and Seattle; and we have favorable interest expressed by Burlington Northern, Union Pacific, and Amtrak. The proposed Tacoma Dome space, which would support the commuter rail as well as accommodate our very successful Seattle Express and city bus service is scheduled to enter its property acquisition phase in the fourth quarter of this year. This project is receiving funding from a highly competitive ISTEA program because of its regional significance, and it is being identified as a key link in the regional transit system.

The King Street station in Seattle will also function as an intermodal station and has received special Federal funding.

This year the Washington State legislature appropriated $40 million for Amtrak improvements, and I want to underscore this, approximately 25 of this total will be spent in the Seattle corridor on grade crossing eliminations, track and signal improvements, that will also benefit the computer rail project.

I think we have made significant progress in bringing commuter rail closer to implementation. We are here today to ask you to recommend the appropriation of the remaining $4.88 million of the 25 million authorized by this body in 1991 for the commuter rail project. This support will enable us to proceed with acquisition of train equipment, upgrading of trackage, and the installation of a computer train control signalization system.

The total capital cost estimates for the commuter rail are approximately $100 million, depending on the level of service that will be eventually provided. In addition to our commuter rail request, Pierce Transit is seeking $1.45 million in fiscal year 1994 bus discretionary funds for the replacement of eight 28-foot buses. We currently have the largest fleet of natural gas buses in North America; 60 percent of our fleet is now natural gas. We would like to convert these mid-size buses over to larger buses fueled by natural gas because of our enhanced bus service program and due to the annexation of two major areas of Pierce County to our transit, that being Fort Lewis–McChord and some other areas on the peninsula.

We are hoping that within a few years Metro will overtake us in having the Nation's largest natural gas-powered fleet. We think it is a wonderful comment on the environment.

I want to thank you again for your support in making the Pierce Transit program possible and for your support for the commuter rail project.

Mr. CARR. Thank you, Mayor.

[The prepared statement of Mayor Vialle follows:]

TESTIMONY FROM MAYOR KAREN VIALLE

representing

CITY OF TACOMA, PIERCE TRANSIT and the JOINT REGIONAL POLICY COMMITTEE for the PUGET SOUND REGION

May 6, 1993

House Appropriations Subcommittee on Transportation

Chairman Carr, Congressman Wolf and members of the committee, I'm Karen Vialle Mayor of the City of Tacoma and Chairman of the Pierce Transit Board of Commissioners in the State of Washington. King County Councilman Greg Nickels, Washington State Department of Transportation Secretary-Designate Sid Morrison, and I are here today on behalf of our respective transit agencies--Pierce Transit, King County Metro and WSDOT. Councilman Nickels and I share the distinction of representing transit agencies at the forefront of alternative fuels technology. Within a few years, Metro may well overtake Pierce Transit in having the nation's largest natural gas-powered transit fleet. We have appreciated your support in making Pierce Transit's successful program possible.

Councilman Nickels and I also serve on and represent the Puget Sound Joint Regional Policy Committee. This committee was formed to develop a high capacity transit plan that would address the growing concerns about traffic congestion, pollution, and sprawl in the Puget Sound region. Thank you for the opportunity to discuss our commuter rail project and the regional transit project. We greatly appreciate the assistance this subcommittee has provided our region over the years. We are here today to thank you for that support and to give you an update on our progress and plans for the year ahead. We also wish to express our gratitude for the outstanding leadership and guidance of our own Congressman Norm Dicks.

State, City, County and transit officials have been investigating the possibility of initiating commuter rail service in the central Puget Sound area for several years. The proposed commuter rail service could be implemented relatively quickly (Burlington Northern estimates two years) because it will utilize existing tracks. The service will connect the downtowns of the two largest cities in the State and several major employment sites, including Boeing plants, along the corridor. The service also could be extended to Everett in the north.

Let me outline the major progress we've made on this subject:

1) A multi-county Regional Transit Authority was authorized in 1992 and when formed will be empowered to plan, finance, construct and operate a regional high capacity transit system. We expect final action on a regional transit system plan by the Joint Regional Policy Committee within the next few weeks, a major milestone in our region's progress. We anticipate formation of the Regional Transit Authority by late summer.

2) Commuter rail has generated broad public and private sector support, including that of The Boeing Company.

3) We are nearing completion of background work for a competitive procurement process to solicit potential providers for commuter rail equipment, operations and trackage between Tacoma and Seattle. We have had favorable interest expressed by Burlington Northern, Union Pacific and AMTRAK.

4) We have successfully demonstrated operational feasibility of commuter rail on existing track, with several regional promotional train excursions from Tacoma to Seattle. I and other elected officials participated.

5) A panel of independent technical experts appointed by the governor has reviewed all technical work to date. The results of their reviews are positive.

6) Following the guidance in our state's progressive growth management act, transit planners have worked with all jurisdictions along the potential commuter rail alignments. The communities are including provisions for stations and park and ride lots as they prepare the required updates of their comprehensive land use and transportation plans. Without exception, communities along the rail line have enthusiastically embraced commuter service coming to them.

7) The proposed Tacoma Dome station, which would support commuter rail, as well as accommodate various other transportation operations, including our very successful Seattle Express bus service, AMTRAK and future rapid rail service, is scheduled to enter its property acquisition phase in the 4th quarter of this year. This project is receiving funding from a highly competitive fund in the I.S.T.E.A. program, due to it being identified as a regionally significant project and a key link in the regional transit system. The King Street Station in Seattle also will function as an intermodal station and has received special Federal grant funding.

8) The Washington State Legislature is appropriating $41 million this year for AMTRAK improvements. Approximately $25 million of this total will be spent in the Seattle-Tacoma corridor on grade crossing eliminations and track and signal improvements that will also benefit the commuter rail project.

As you know, commuter rail operations across the country have proven to be both successful and efficient and it's our belief this project will do as well--if not better--than its counterparts elsewhere in the U.S. It's also important to share with you that my statements here today have the support of the business community in Tacoma through the auspices of a resolution recently passed by the Tacoma-Pierce County Chamber of Commerce.

I think we've made real progress bringing our commuter rail project closer to implementation. We are here to ask you to recommend the appropriation of the remaining $4.88 million of the $25 million authorized by Congress in 1991 for the commuter rail project. This support will enable us to proceed with acquisition of train equipment, upgrading of trackage and installation of computerized train control signalization, etc. Total capital cost estimates for the project range from $100-200 million depending on the level of service eventually provided and type of equipment.

In addition to our commuter rail request; Pierce Transit is seeking $1.45 million in FY 1994 bus discretionary funds for the replacement of eight (8) buses fueled by compressed natural gas. Maintenance calculations indicate replacement of these vehicles is more cost effective than rehabilitation.

Thank you for the time and opportunity to come and talk with you.

Mr. Dicks. We are going to former Member, Sid Morrison, who is going to be our new Secretary of Transportation and who chose a very bipartisan approach in our State.

Mr. Morrison. I bring you greetings from another former colleague and now Governor, Mike Lowery; and you have my written testimony. Let me just philosophically say, I have gotten to work now at the State in coordination with the local level, there is a pride that I feel because you talked me into voting for the works of this good subcommittee through the years, and now I understand the direction you were trying to move this Nation. I am enormously proud of that.

I will emphasize several times in the few seconds I have, full funding for ISTEA would in fact be the best investment that we could make on both job creation and an investment in this country. Stay the course with what we have.

I just want to assure you of a very strong State commitment on our part to nonsingle-occupancy vehicle efforts. We have 270 miles of HOV lanes on the drawing boards, many of them under contract. There is a $1.7 billion commitment there, and we certainly support the efforts as expressed by Council Member Nickels on the move to natural gas buses.

We have already heard from Pierce Transit, a demonstration of their capability. We also have a very strong commitment to Amtrak and, in essence, a spin-off from that, the commuter rail potential in that Puget Sound corridor that is increasingly congested.

The legislature, the Governor is wrestling with them as we speak, however, and they have approved $40 million for this next biennium and committed to $266 million over the next six years for Amtrak improvements, stations, operating subsidy for Amtrak, new train sets, a host of things that reflect our interests in getting on with essential transportation services.

And we are absolutely delighted with the partnership that seems to be forming on commuter rail. Burlington Northern and the Boeing Company have now gotten together with the new Seven–Triple–Seven plant to the north. It makes sense to move people by heavy rail because that system is there. It happens to be the same roadbed that would be used by Amtrak as we play out our share of the responsibility and become one of the five regional high-speed rail corridors. We thank you for that. We will certainly be doing our share.

Al Swift, as you know, has been phenomenal in helping to restructure that high-speed corridor. We are also very aggressively into—and this will be a top priority for 1994—into the State playing a much greater role in high-capacity transit; and we have three major areas of the State that are interested in going high capacity, some sort of rail systems. We will need your continued support in that. That is all part of your ISTEA vision that you sent us.

Also, some things that are unique work very well for the State of Washington. We continue to refer to it as the Norm Dicks Memorial Ferry Fund.

Mr. Carr. I am sure he is proud of that.

Mr. Dicks. These are ferry boats.

Mr. Morrison. You are pretty sensitive about that, Norm.

This allows extension of our highways, Mr. Chairman, in our State. Our ferry systems carry as many people each year within our State as the Amtrak system carries nationally, so it is a wonderful system; and we hope that you have had a chance to visit it, and please come out.

Also unique for our area has been the Scenic Byways Program, and we are pleased there is some significant partnering between Washington, Oregon and California and Congresswoman Unsoeld's district—a superb program of picking out pieces of Highway 101 that can be upgraded. I think that is what you had in mind with that particular program fostered by ISTEA.

Again, let me close by emphasizing the full funding for ISTEA, I think, would be the smartest continuation of a very, very wise plan. I would also note, as I make my final words—note with some concern—the declining Federal share of the total transportation funding program in this country. The State and local shares are increasing; Federal is coming down. We would hope that as time goes by you can find the resources to utilize transportation to rebuild this country's infrastructure.

I thank you for this opportunity.

[The prepared statement of Mr. Morrison follows:]

Testimony

of

Sid Morrison

Secretary of Transportation Designate

Washington State Department of Transportation

Before

the

United States House of Representatives

Committee on Appropriations

Subcommittee on Transportation

Washington State has a diverse population, a diverse terrain and very diverse transportation needs. We're the home of mountain highways that traverse passes at 4500 feet above sea level, we're the home to a ferry system which is both an extension of our highways and a high capacity transit system and we're the home of a number of rail and other commuter system needs that are great.

We have, Mr. Chairman, several matters which should come before this sub-committee for consideration.

Wenatchee Intermodal Center:

Let me start with one in the Congressional District I served for twelve years. In the 1993 appropriations act this sub-committee began what was a modest allocation for an intermodal facility in Wenatchee, Washington. That facility will serve inter-city bus traffic, the local transit operator known as Link, elderly and handicapped transit operations, and taxi service for the area. It will tie via a pedestrian facility to a new Amtrak depot facility and both facilities are coupled geographically to a convention center which serves many, many groups in our state and other groups from across the nation. Centered in the part of the nation which produces apples and other fruit crops with a world market, this facility is a hub which will breath new life into transportation activities which are part of a world-wide agricultural industry.

We need to continue the activities for the intermodal facility which were begun by the 1993 appropriations, by making major improvements to the rail yard, -- the track is in the vicinity of the intermodal facility, -- the passenger platform, the grade crossings with highways in the area and pedestrian facilities to link the rail terminal with the public transportation facilities several feet up a bluff where the intermodal facility ties to the local surface roadway system. We should appreciate an appropriation of $4 million in FFY 1994 to advance this project. Again, it was funded initially in 1993 for a first installment of $2 million. This appropriation would be for FTA Section 3 funds.

METRO Natural Gas Busses:

Next, Mr. Chairman, I want to reinforce the request by King County Councilman Nickels for a $15 million request from FFY 94 discretionary bus appropriations to convert busses to natural gas.

Natural gas will not only save METRO in the Seattle-King County service area a significant amount of money after the initial capital investment is made, the saving in terms of air quality in our highly congested area will be very significant.

We're not asking the investment from Congress purely for our own needs. We will provide technology from this investment for transit systems all across the nation by developing safety standards for re-fueling stations and fire codes for maintenance facilities, which will be nationally transportable.

The $15 million investment will be returned to King County and the nation as a whole through the technology transfer, the emissions reduction and make national reliance on less expensive domestic natural gas a more fiscally appealing option for busses across the nation.

Tacoma - Seattle Commuter Rail:

Next, Mr. Chairman I want to support the request for an appropriation to continue the commuter rail service from downtown Tacoma to downtown Seattle. Some wags have christened this project as the dome to dome line. The name relates to the fact that both cities have domed stadiums for cultural, sports and other exhibition events.

This service, however, will move commuters from the south King and Pierce county areas through our region without adding congestion to our freeway system which is nearly at its limit in capacity. This commuter rail service would greatly benefit workers who are employed by the Boeing Company, which manufactures airplanes that are sold world-wide. As you are acutely aware, Mr. Chairman, preservation of the airline industry is a critical need in the minds of those who make up the current Administration.

The Boeing Company is not only an asset to the Puget Sound region, but to our entire state and to many other areas of our national economy. The Boeing Company is the single largest contributor to U. S. exports overseas, thus a huge factor in trying to bring into balance our world trade ledger.

I must add here, Mr. Chairman, the fact that our state Legislature has just made a $40 million dollar down payment in the 93-95 state biennium on a six year $260 million commitment to Amtrak and commuter rail improvements. Congress has seen fit to appropriate about $20 million over the past two years for the commuter rail program and we believe our state commitment should be viewed with such favor as to accelerate the federal participation in this vital program. To fully fund our authorization we need $4.88 million in FFY 94.

The improvements we seek to make in the state rail upgrade commitment of $260 million will benefit the commuter rail program that ISTEA authorized and be of benefit to the federally designated high speed rail corridor from Vancouver, BC to Eugene, Oregon.

In addition to track upgrades, grade crossing improvements, power switches, increased super elevation and other improvements, we'll be making major improvements in the Seattle King Street Station and the Tacoma Puyallup Avenue Amtrak station. Those improvements will exceed $13 million of state only funds.

Next, lets turn to the north of Seattle. While not a federal project at this stage, the state expects to invest nearly $19 million dollars in track and station improvements from Seattle north to Edmonds and Everett. Again, these improvements will not only benefit a locally operated commuter rail service, but will benefit the international rail service from Vancouver BC to central Oregon.

Congressman Al Swift has been most helpful in attempting to secure two train sets for increased Amtrak service throughout this corridor.

We hope that the sub-committee here will see fit to bring us up to our total authorized level of $25 million and frankly, I believe that appropriation should be exceeded given the merits of this program. What better way to contribute to commuter service, clean air, international competitiveness and international tourism all at the same time.

In addition to the commuter rail funding, we do request along with Congresswoman Cantwell the FY 94 federal funding of $350,000 for the development of a intermodal transportation center in Edmonds. Within the last two years, studies have concluded: 1) the existing ferry terminal is insufficient to handle the future traffic demand; 2) the at-grade conflict of ferry boarding traffic, crossing train traffic slows the movement of people and goods and creates an extreme safety hazard; 3) the existing train station is not capable of accommodating the needs for international, intercity and commuter train loading, and; 4) transfer capability between ferry, train, and bus modes is inadequate at the current locations.

This multi-modal transportation center will be a model project that captures the vision of national, state and regional transportation goals. The project will serve as a shining example of an innovative planning/engineering effort which involves public/private cooperation and multi-jurisdictional partnering. At its completion, this project will serve as an example to the rest of the nation how to efficiently move people and goods through and to a number of transportation modes at one location. Most importantly, this is a first as far as evaluating the siting of different modes of transportation in a single location; passenger ferry transportation; several and local bus modes; the international, intercity and commuter rail modes; surface highway mode (State Route 104); automobiles; and bicycles.

Local Rail Freight Assistance Program:

The next issue we would like to mention is the Local Rail Freight Assistance program. It is my unfortunate understanding that the Administration has not suggested funding for this program in FFY '94. We find that to be a significant oversight and we urge the Committee to correct it.

Washington State has been able to use the LFRA program to keep a number of short line railroads in operation which otherwise would have disappeared. Had they gone the disappearing route, more trucks would be on the already heavily congested freeway system than we have today to make up the freight moving void the railroads would have left.

We urge your consideration of funding this program at traditional levels.

Ferry Boat and Terminal Program:

Another ISTEA innovation which has worked particularly well is the Ferry Fund, which was much the concept of our colleague here today, Congressman Norm Dicks. There are only two minor deficiencies in the program, Mr. Chairman. First, we hope it could be larger in the future, and secondly, the other body had a tendency last year to try to earmark the whole program for one system. When that effort failed and the program remained competitive, several states successfully received modest funding for multiple projects. We hope the committee will uphold the competitive nature of the program.

Clark County/Portland Light Rail:

Clark County, Washington is adjacent to Portland, Oregon. The area is well represented by Congresswoman Jolene Unsoeld. I must add that much of the area was in the District I represented especially in the early part of my tenure in the House.

Ms. Unsoeld will have her own time here today, but I want to add my support to her efforts on behalf of her area. We fully expect the advancement of high capacity transit in the Clark County/Portland area to move ahead rapidly. C-TRAN, the area transit authority, is prepared to enter the alternatives analysis phase of the north-south transit corridor and the Washington State Department of Transportation is currently evaluating over $5 million in grant applications from C-TRAN to be awarded from our state high capacity transit account. I can't promise today that all those applications will be approved, but the C-TRAN track record is a very good one.

We hope the committee will give Ms. Unsoeld's requests the most favorable consideration.

Scenic Byway Program:

The Tri-State Pacific Coast Scenic Byway program is a joint effort between California, Oregon and Washington, to improve, preserve and enhance U.S. 101 and its surrounding areas. This project presents a unique opportunity to protect and preserve the scenic, cultural, natural and historical resources along U.S. 101, while identifying transportation needs for coastal communities and visitors.

The three states have been fortunate to receive three federal appropriations for this project. The 1992 Appropriations act netted $118,800 for Washington's use in the Public Involvement, Goals and Objectives, and Policy Framework for Coastal Corridor Project. Through a grass roots public involvement effort, the Department of Transportation, identified key issues and strategies for identifying improvements to the Coastal Corridor.

The 1992 Scenic Byway Grant awarded the three states, appropriated Washington $1.76 million to develop this Plan, which will be closely coordinated with the numerous cities, counties, regional Transportation Planning Organizations, Tribes, State and Federal Agencies along the corridor.

The 1993 Federal Appropriations act offered $1.76 million as Washington's share for U.S. 101 Coastal Corridor improvements. In keeping with the spirit of local involvement and input in the corridor development, the Department established a project submittal process for any local group or state agency to submit projects for consideration. The criteria for project selection was established by the Coastal Corridor Steering Committee. Twenty-six projects were submitted from throughout the corridor, and the Steering Committee is in the midst of making their selections.

Conclusion:

Mr. Chairman, to sum up, the central Puget Sound basin faces a long term transportation crisis. Space limitations and public resistance sharply limits our ability to construct new roadways. Air quality concerns and state growth management legislation also suggest the need for new approaches. As the region continues to grow, we must increasingly accommodate travel needs through transit, ride sharing, and non-motorized transportation alternatives. Failure to do so will exacerbate traffic congestion already ranked fourth worst in the nation and hurt the international competitiveness of Boeing and other major employers in our area.

Governor Lowry and I are committed to changing state transportation priorities to reflect this reality.

During a severe fund shortage year, the state Legislature has still elected to put over 15% of the total available construction program into HOV lanes as the congestion mitigation solution of choice. Our Legislature has also chosen to make a substantial six year commitment to upgrading rail tracks along the I-5 corridor to increase the speeds attainable by Amtrak service from Vancouver BC to Portland. The Amtrak commitment is state funds only.

We need full funding of ISTEA to assure continuation of full interstate completion funding, NHS funding and Surface Transportation Program funding all of which are contributory to the HOV expansion program in greater Puget Sound.

The HOV program is a pivotal portion of the congestion mitigation program for the area and has ramifications in clean air programs, clean water issues and the societal cost of sitting on freeways in the allegedly 4th most congested area of the nation. Economic experts from our area suggest that we lose over a billion dollars a year from gridlock. Compare that to the total Washington state transportation highway preservation and construction program of $1.7 billion a BIENNIUM

The pledging of over 15% or our scare transportation resources is a very strong statement of our commitment to HOV lanes. Please understand that while the interstate completion funds make up a substantial portion of our current HOV commitment, through the year 2001 we are committed to a total system of over 270 miles of HOV both on and off the Interstate system. In fact, the preponderance of those HOV lanes will be off the interstate system and a great many of them will actually be on local arterials-- not even on the state highway system.

I know of no other state with such a large commitment.

The Puget Sound projects I've mentioned here today -- commuter rail, the bus conversion funds and the intermodal facilities are all a part of a larger Puget Sound Core high capacity transportation program which the Region will soon advance.

I expect there will be a major commitment by the state Legislature to make a substantial investment in that project.

We'll be back next year to see you when that occurs.

Thank you for your consideration

Mr. CARR. Jolene?

Mrs. UNSOELD. Mr. Chairman, if you don't have questions, perhaps you would like to ask questions of these people first, because I can be sort of the transition and can begin my testimony while the next panel comes up to use your time more efficiently.

Mr. CARR. All right.

Mr. Nickels, you are planning to purchase 360 natural gas buses?

Mr. NICKELS. Yes, sir.

Mr. CARR. In the next fiscal year?

Mr. NICKELS. We are out on the street with the bid now, and we receive it in 1995–1996.

Mr. CARR. I have a question and a comment for our good friend and former colleague, Mr. Morrison. What are the State's IVHS plans?

Mr. MORRISON. It is my understanding; and I will be taking over as Secretary on the 1st of June, so I will know more.

We have a demonstration project that is in the planning stage in the works that will take advantage of the fact we have a very diverse landscape in the State of Washington, one of the mountain passes, to help with informational systems and eventually go even farther in that direction. We know of your interest in this. We sold——

Mr. CARR. Mobility is the key. IVHS is a new tool to that mobility, and it will change some of the ridership forecasts and things that we have been used to in the past. So we want to make sure that States, to their greatest ability, are taking advantage of the IVHS technologies. We believe that it will reduce the need for certain types of fixed guideway alternatives in the past.

I think it will weigh heavily into the alternative analysis and the base case analysis.

I would also invite you to take a copy of our investment criteria, which we released yesterday. We are trying to make sure that the decisions we make about individual projects will have positive economic outcomes for the country as well as any local community.

Just a word of caution, and I am going to say this over and over and over again today: The mantra of full funding of ISTEA is not particularly helpful. The reason, our friends on the authorizing committee came up with the funding levels back in December of 1991, and they made some assumptions. Some of those assumptions have not proven true.

The key assumption that didn't prove true was the fact that the revenues aren't there. We don't have enough revenue to fully fund ISTEA. The administration has been helpful; they have brought the 2.5 cents back, but they are not bringing it back until October 1995. It comes back late. It is coming back so late they had to recognize in their proposal that the highway portion be able to borrow funds from the transit portion, something I hoped we wouldn't have to do.

All of that was calculated before the effects of a Btu tax were calculated; and now the administration has decided that they would like to exempt alternative fuels from the Btu tax, and you know what that does to the revenues against which ISTEA has to make a claim. So I would hope that you would help this committee by concentrating on revenues to the trust fund, rather than full funding of the trust fund.

If the revenues are there and we have the budget authority, we will be happy to oblige, but full funding of ISTEA is a mantra that has picked up sort of a steam of its own without relation to what is going on, and we need to have your help in making sure the revenues and the budget allocations are there.

We will be happy to help you out.

Mr. DICKS. We appreciate your patience, Mr. Chairman, and we try to be as reasonable, we know the problems.

Mr. CARR. We have already had requests, we are going to have another 30-some witnesses today; and at this point, we are probably at about one or two point, we keep a running tally on these things. We are at $2.3 billion of requests, chasing about a billion dollars worth of dollars, so we are going to have to make some tough decisions.

But you have got a fine delegation here, great leaders, and we will be glad to work with them.

Mr. DICKS. Thank you, Mr. Chairman.

Ms. VIALLE. Thank you.

Mr. CARR. Nice to see you, Sid.

I am sorry. I got rolling along here and I committed a great faux pas.

Mr. Wolf, I am sorry.

Mr. WOLF. I don't think I have a question except maybe, how much totally are you asking for? This thing has moved so fast. What are you asking for all together, if you put——

Mr. DICKS. I don't think we are at the juncture yet on the transit system, because we haven't had the community vote and——

Mr. WOLF. Of what you are asking for, Norm, today where are you?

Mr. NICKELS. In terms of the natural gas issue we are asking for 15 million. We believe our overall additional cost in making the conversion will be about 60 million over the decade; we would like to share that cost, half and half, between our local sources and the Federal Government.

Mr. WOLF. What is the total dollar sum of what you are asking for, assuming you get the public support?

Mr. NICKELS. Fifteen million for natural gas buses.

Ms. VIALLE. We are asking for approximately $20 million today; 4.88 for the commuter rail; Pierce Transit is 1.4 of discretionary funds to replace our 28 buses. That is approximately 6.2, from which 21 million——

Mr. WOLF. And you are ready to have a referendum.

Mr. DICKS. They haven't decided yet on the vote.

Ms. VIALLE. We have to, if we do, the Joint Policy Planning Committee will be recommending the system plan by June 30 for the regional transportation project. That will then go to the three counties, who will then, this summer, form the Regional Transit Authority.

The issue of the referendum, whether it be 1993 or 1994, has not been discussed. However, the initial—what we are asking for today, the commuter rail funds, can do the up front as we have been doing with the funds that we have received——

Mr. Wolf. Does that prejudice a vote or does that deal——

Ms. Vialle [continuing]. To do it.

Mr. Wolf. Yes. Are you asking for monies—I am a little bit confused, and I don't want to ask a lot of questions because we are really running out of time.

Ms. Vialle. This is a partnership, Mr. Wolf, between the State, who has now been involved, who had not been heretofore with the appropriation of Amtrak monies and with you, the Federal Government, and with the locals. The vote will come no later than November of 1994.

Mr. Wolf. I guess I didn't ask the question right. Something that you are asking for today for funding has yet to be decided by the localities; is that it?

Ms. Vialle. No. Pierce Transit and Metro made a commitment.

Mr. Wolf. There is nothing you are asking for today with regard to funding that is contingent on referendum?

Ms. Vialle. We have to have a vote at some point in time, depending on what the legislature chooses to do.

Mr. Wolf. I was just wondering whether we are jumping. Should you wait till the vote? What if the people say no?

Ms. Vialle. I think the people are going to say no if they don't see some progress. This is the progress that we are showing them in terms of what the sentiment has been, is that many times we sit and we plan these systems that people won't see for 25 years. The commuter rail is the opportunity.

Mr. Morrison. Perhaps I can help.

Mr. Wolf. In a way, that is sort of leveraging the Congress to come back to help, it is more helpful if the community does it first, and then you come to us.

Yes, Sid?

Mr. Morrison. The funds that are being requested in the specific items around the table here today really are things that probably would go ahead even before the public gets involved in taxing themselves for a significant light-rail or heavy-rail program within the Puget Sound corridor. The things are being talked about here, commuter rail and that sort of thing, we are set to go ahead with, thanks to this committee's support in the past and thanks to what the State has been able to do. We can proceed without a vote of the people, even though it is an increment of the total regional plan. But we intend to proceed with that, to do that anyway even if the voters turn down, for instance, a very significant investment on their part in a heavy-rail rapid rail system.

Mr. Wolf. But what is contingent upon the vote?

Ms. Vialle. Primarily the development of the light-rail system which will come at a later point in time; that is primarily what is contingent on the vote.

Mr. Wolf. Would it be better to wait to have the vote?

Ms. Vialle. I don't know.

Mr. Dicks. Obviously——

Ms. Vialle. This is one segment of an incremental plan that is scheduled to be developed through the year 2015, and this is the front end of it. The latter part the light-rail system is what is primarily contingent upon the vote, as Secretary Morrison indicated.

Mr. Dicks. I will get you a good answer on this.

Mr. Nickels. Mr. Wolf, in terms of natural gas buses, our buses are wearing out.

Mr. Wolf. I understand that is a little bit different.

Mr. Nickels. Those we need to do, anyway.

Mr. Morrison. That is also part of the total plan, includes the bus segment, rail, significant improvements. So it is all part of an overall plan that does go to the voters sometime in the next few months.

I guess our request to you is, we go ahead and stay with the commitment and augment that as we proceed with commuter rail and the improvements to Amtrak through the area. That needs to be done regardless of whether we build a light- or heavy-rail system to service it.

Mr. Wolf. I understand that, and I will probably be sympathetic. As you look at it, this is probably one of the few comments I make as we move along today. But I worry sometimes that Members feel an obligation to support whatever the local people want, and then there is not an assured commitment.

I am having a meeting today at 11 o'clock with some people. People in my district have asked for something that I am not for; and yet I don't think, as the electorate finds out about it, they are going to necessarily be. I feel we authorize and fund, and five or seven years down the pike say, oh, are we going to be able to afford this thing.

Sid, you know the deficit is becoming compelling, and that is why I asked about where you are, what you are doing; and the bus situation, what you need today to do. But the other—it seems to me that maybe you have got to be careful you don't rush, so you get so far out ahead.

Mr. Dicks. I think we are being pretty cautious because the overall transit is a very major thing. What we are trying to do is get in-dome-to-dome between Seattle and Tacoma in place, and up to Everett, and we think we can move on that segment discretely. And, you know, it is a little bit of a gamble, but we worked on the bus tunnel and all the other projects we have out there.

We have always been able to put it together, and I think we can do that with this one.

Mr. Nickels. Mr. Wolf, you have authorized 300 million, I believe, for our overall plan; and we are not asking for any of that 300. We believe that will be contingent upon the vote, and after the successful vote we will be back.

Ms. Vialle. On the commuter rail, we are only asking for the remaining portion of what you have authorized; and we do have the match funds from the State this year, in the 25 for the Amtrak, so is that is moving ahead.

Mr. Wolf. Thank you very much.

Mr. Carr. How much money that has been appropriated by this committee do you have that is unspent?

Mr. Dicks. About $20 million.

Ms. Vialle. We have spent some of that.

Mr. Dicks. I will get you a firm figure on that.

Mr. Carr. Thank you very much.

Now we will segue south with the testimony of Jolene Unsoeld. Edging toward Oregon, we will call Congressman Wyden and Congresswoman Furse here.

Mrs. UNSOELD. Mr. Chairman, I will start because I want you to focus on the distance halfway between the Puget Sound area and the Oregon border. A small county, Lewis County, which is a tier-one timber community. It has a project called the Fords Prairie Transportation Benefit District corridor plan. I would ask that my entire written testimony be part of the record.

Mr. CARR. Without objection, it will be made part of the record.

Mrs. UNSOELD. This is fourteen projects, seven of which have already been funded. There is a $5 million State grant that is pending, a Federal match, and, in fact, the local people asked us recently to reduce the amount that I was to request by $1 million because of an additional grant they have gotten.

I am asking for $3.5 million for two parts of this project, an additional interchange over I–5, badly needed in this hard-hit area; and a bridge crossing the Chehah's River. We have had a number of floods that have isolated the hospital and, in fact, the sheriff's plane at one point had to help ferry doctors and nurses at a shift change into the hospital because it was unreachable during the flood. This has qualified for Stafford Mitigation funding, and I hope you will consider it.

Then, moving on to the Columbia River itself, I am asking for $421,000 for the enhancement of the Columbia marine, fire, oil and toxic spill response. In 1983 there was a devastating fire of a large cargo vessel. It burned to the waterline. It endangered all kinds of environment and other structures, and it was also unfortunately the cause of a Coast Guardsman's death.

MFSA was set up—and they have been commended by the Coast Guard; it is a nonprofit organization of Washington and Oregon port authorities and fire departments, and we need that $421,000. There is a typo in the last paragraph of ours, but it is 421.

Then, Mr. Chairman, what is so exciting is that, as we move south, it is hands across the border between Washington and Oregon. And I am going to talk very briefly about two of the projects that are on the Washington side and then turn it over to the Oregon folks.

But I just can't emphasize too strongly how good this working relationship has been. Clark County is on the Washington side of the Columbia River. Portland is on the Oregon side. I have about 42,000 constituents who live on my side of the river who cross over to work on the Portland side each day.

This is a growing volume. We already have our I–5 and I–205 bridges either at capacity or very, very near it. Both of them are in need of some kind of assistance here, and what I am hoping you are going to see from all of those from Oregon and Washington who are testifying today on this is the extensive regional cooperation which has resulted in these projects.

I specifically would like to request $3.5 million for the Fisher's Landing Park and Ride facility at an interjunction of the major transportation routes to the Oregon side. It would be a 500-space park and ride park, very much coordinated with what is happening on the Oregon side.

Then, this one doesn't cost anything, Mr. Wolf. We are asking for bill language creating south-north corridor language that is going to link those two and not have the Columbia River and that State boundary as an arbitrary division, but rather to treat this whole project as a single corridor.

We on the Washington side of this very, very much support what the Oregon side wants to do. They are ahead of us in preparation. I support their $145 million extension of the west side light-rail, which they will talk about. But this really is a partnership, and in addition to the hands across the river, we want to make it possible for us to continue to work across the river.

Thank you, Mr. Chairman.

Mr. CARR. Thank, Ms. Unsoeld.

[The prepared statement of the Hon. Unsoeld follows:]

Statement of Congresswoman Jolene Unsoeld (WA)
before the
Subcommittee on Transportation Appropriations
May 6, 1993

Mr. Chairman, my thanks to you and the subcommittee, for the support that has come from this committee and for this opportunity to testify. Given the urgency of our growing deficit, your job will be even tougher this year. I am pleased with recent emphasis on funding infrastructure programs because I believe they are essential to provide more jobs, jump-start the economy and for long-term planning for our nation. I know that you have many important national priorities and I want you to know that I am behind you all the way.

Fords Prairie Transportation Benefit District Corridor Plan

The first project I would like to bring to your attention is the Fords Prairie Transportation Benefit District (TBD) in the North Lewis County region. The City of Centralia, the Port of Centralia and Lewis County have worked closely together to develop this multi-modal, multi-purpose plan.

A total of 14 projects are included in the Fords Prairie TBD Plan, of which seven are funded, and a $5 million state grant is pending, subject to securing matching funds. The specific unfunded projects include a feasibility study of a new I-5 Interchange in North Lewis County, construction of a new bridge on Scheuber Road, widening of Harrison Avenue the primary arterial at I-5 exit 82) improvements to the arterial linkages with the TBD Corridor Plan, and traffic signal installations. The Scheuber Road Bridge is a vital link to the Centralia Providence Hospital, the only major hospital in Lewis County. This bridge was isolated during major reoccuring flood events and nurses and doctors had to be helicoptered over the river during that time. As a result of a mitigation report, the Federal Emergency Management Agency determined the Scheuber Road Bridge to be a vital link to Centralia Providence Hospital and that it qualifies for Stafford Mitigation funding.

The TBD Corridor Plan is already underway. A federal appropriation will allow the Fords Prairie TBD to utilize the state's $5 million grant to move ahead with the project package. It is anticipated that construction will continue from 1993 through 1998 to complete the project list. This will provide an economic stimulus in excess of $10 million in construction contracts.

I am requesting $3.5 million for the Fords Prairie TBD to complete the TBD Corridor package. The TBD has already secured $8.6 million from 11 different funding sources, including the $5 million state grant, for a total project cost of $14.2 million.

The Fords Prairie TBD Corridor plan is a unique opportunity to demonstrate the effectiveness of funding a transportation benefit district's capital improvement program. The Fords Prairie TBD's list of projects reflects at least 13 different funding sources. In fact, just three days ago, this district received an additional $1 million grant, and regional planners subsequently contacted my office to lower their request from $4.5 to $3.5 million.

This project will provide critical groundwork for future access to the 170-acre Port of Centralia Industrial Park, by means of a dedicated industrial corridor. The Port of Centralia is one of the most important economic development tools in economically distressed Lewis County, historically creating 50 jobs per acre, with a total of 200 jobs to date. Without this project, port development will be severely limited and the existing economic base will be jeopardized. Lewis County has been determined to be a tier-1, timber-dependent county by the State of Washington, Department of Employment Security.

This project also comprises the components prioritized within the reduction of congestion and economic development in a cost-effective, coordinated partnership approach.

Columbia River marine, fire, oil and toxic spill response

I would also like to request $421,000 for the enhancement of Columbia River marine, fire, oil and toxic spill response conducted by the Marine Fire and Safety Association (MFSA).

MFSA was established in 1983 following the devastating fire of a large cargo vessel which burned to the waterline, endangering the environment and claiming the life of a young Coast Guardsman. It is a non-profit organization comprised of Washington and Oregon port authorities and fire departments along the Columbia River. They work closely with the Coast Guard and recently have been recognized and commended by the Commander of the 13th district for their contribution to Columbia river marine safety.

MFSA is receiving substantial contributions (approximately $300,000) for its mission through its membership and through a fee imposed on vessels using the Columbia River. Their ability to raise funds locally is limited, however, and they seek federal funds to complete their program.

Congress has supported MFSA's mission since 1984. Last year $440,000 was appropriated while $1.1 million was authorized for training and equipment.

Again, Mr. Chairman, I am requesting $420,000 for FY 94 to support MFSA's important role on the Columbia River.

Portland/Vancouver Light Rail

Finally, Mr. Chairman, I would like to reiterate my support for the commitment in ISTEA to fund mass transportation at higher levels. Mass transportation helps correct many problems: it improves our air quality, decreases our dependency on foreign oil and lessens the congestion and stress in urban areas. I am pleased by opportunity in the Portland/Vancouver area to achieve these benefits with a light rail system.

Vancouver is located in Clark County on the Washington side of the Columbia River. It is the fastest growing county in the 4-county region and is the second fastest growing county in my state. Portland is on the Oregon side of the river.

The population in the Portland/Vancouver region is increasing at such a rate that light rail has become a critical part of our long-term plan to maintain our quality of life. Currently, over 40,000 of my constituents cross the Columbia River every day to work in Portland. These individuals comprise 35% of the total Clark County work force. The only access to Portland from Vancouver is across either the I-5 or I-205 bridges. Both of these interstate bridges will exceed capacity before the year 2000. In fact, the I-5 bridge already exceeds capacity at rush hour.

I am particularly proud of the way we have reached across the river and of the cohesiveness with which the Portland/Vancouver regional light rail plan has been developed. Regional transportation decision-makers in both states have voted overwhelmingly in favor of the same plan for which I, too, give my full support. Those of us from Oregon and Washington who are testifying today hope the unity among us and the extensive regional cooperation which has resulted in these projects will become obvious to you.

There are three parts to the Portland/Vancouver light rail transit plan. To prevent duplicating testimony, I will address the first two as they would be located in my district. I will leave to my friends from Oregon to give you the details on the third part for which I give my full support.

Fisher's Landing Park and Ride Facility ($3.5 million): In order to improve bi-state mobility, C-TRAN, the Clark County Transit Authority, has instituted extensive commuter bus service which originates from transit centers and park and ride facilities throughout Clark County and connects with the Portland system. Currently, these commuter facilities are operating at maximum capacity and additional facilities are needed. To meet this need, C-TRAN is proposing to build a new 500-space park and ride lot in East Clark County where much of the recent growth has taken place. The Fisher's Landing Park and Ride facility would be at the intersection of two major transportation corridors and would provide express commuter bus connection to the Gateway light rail station in Portland. Mr. Chairman, I respectfully request the Committee earmark $3.5 million for the Fisher's Landing Park and Ride lot from the "Section Three Discretionary Transit Program" under the Bus and Bus-Related Facilities category.

South/North Corridor bill language: C-TRAN, in cooperation with the Portland jurisdictions, is concluding preliminary alternatives analysis (or "pre-AA") studies designed to select the best corridor. The next step is to complete the alternatives analysis phase. The "pre-AA" has resulted in a decision by all of the Oregon and Washington jurisdictions, to advance a south/north corridor from Clackamas County, Oregon, to Clark County, Washington. This corridor will complete the basic north/south - east/west alignment necessary for the Portland high capacity transit system to operate effectively on a regional basis. In order to support the advancement of the south/north corridor into the alternatives analysis stage of planning, I respectfully request that the Committee include language in the FY94 Transportation Appropriations Bill to direct the Federal Transit Administration to accept the south/north corridor as a single corridor. I have attached the proposed bill language with my written testimony which was submitted to the subcommittee.

Extension of West Side Light Rail ($145 million): The Portland West Side Light Rail Transit project currently is under construction pursuant to a full funding grant agreement with the Federal Transit Administration. I fully support the Portland funding request of $145 million for fiscal year 1994 to extend the existing MAX light rail line 12 miles from downtown Portland west to southwest 185th Street.

Proposed FY94 Transportation Appropriations Bill language for the South/North Corridor of the Portland/Vancouver Light Rail Transit project

> "At the conclusion of the Preliminary Alternatives Analysis studies currently in progress on a South/North corridor in the Portland, Oregon-Vancouver, Washington metropolitan area, the Federal Transit Administration is directed to approve, upon receipt of application, the start of Alternatives Analysis/DEIS studies on the priority corridor adopted by the MPO's from Oregon and Washington that extends from Clackamas County, Oregon through the Portland CBD to Clark County, Washington."

THURSDAY, MAY 6, 1993.

WESTSIDE LIGHT RAIL PROJECT, PORTLAND, OREGON

WITNESSES

HON. RON WYDEN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

HON. ELIZABETH FURSE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

TOM WALSH, GENERAL MANAGER, TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRI-MET)

SHIRLEY HUFFMAN, FORMER MAYOR OF HILLSBORO, AND TRI-MET BOARD MEMBER

Mr. CARR. Mr. Wyden, Ms. Furse, how do you want to proceed? Welcome to the committee.

Mr. WYDEN. Mr. Chairman, thank you, and I appreciate the chance to come again. I know of your affection for long speeches, and I am going to spare you the filibuster. I want to spend just a minute or so and have our colleague, Congressman Furse, who has done such yeoman work on the Westside light-rail project, speak; and if it would be acceptable to the Chair, we would also like to bring up Tom Walsh, the General Manager of Tri-Met, and Shirley Huffman, the former Mayor of Hillsboro and presently on the board of Tri-Met, to join us.

Mr. CARR. We would be glad to welcome them to the committee as well.

Mr. WYDEN. Mr. Chairman, let me speak about the $145 million request that we are making for Westside light-rail, and then turn it over to Congresswoman Furse, whose district is most directly impacted. I think that the Chairman has made a very good case over the years about the danger of pitting transit projects against highway projects. That is not the case here. It is not a matter of choice here. It is not a matter of pitting transit against highway; it is a question of necessity. Without light rail commuting from the west side, a fast-growing part of Oregon is going to be a nightmare.

What we have is a situation where many people come into the Portland area from our western suburbs. Highway 26 goes into the city through a tunnel under the western hills. That tunnel cannot be expanded. New lanes cannot be added. So if we don't go forward with this important light-rail project, we are just not going to be able to have the long-run economic successes we want for our region. And I think that makes the case in a nutshell.

We are trying to do some particularly innovative things in this area under the leadership of Mr. Walsh. They are in an effort to hold down costs, making a special effort to involve small businesses and minority contractors and women contractors in a program that I think will be a model for our country. And I just appreciate the chance to come here.

I guess I am a repeat offender, having come with Governor Roberts not too long ago on a number of projects; and I appreciate the chance to be with you. Let me turn it over to my colleague, Congresswoman Furse, who is leading the effort in the House to try to get this project nailed down, because of its importance to our area; and she has handled it very well, in my view.

Ms. FURSE. Thank you, Mr. Chairman. Thank you Mr. Wolf.

Mr. CARR. Welcome.

Ms. FURSE. I can say without qualification that is the single most important infrastructure project in my community. Westside light-rail is going to give us the opportunity, as our population grows quite dramatically, to do sustained growth, well-organized growth. I am here to report that the Westside light-rail project is on time and it is on schedule, but we wouldn't be where we are without the support of this subcommittee as we went through from the original ISTEA and the original authorization.

As you, I am sure, know, this project was authorized at $515 million in ISTEA, and we are requesting $145 million for fiscal year 1994.

Now, I realize that that is a huge sum of money, but we have worked hard in Oregon to put every dollar to good use. Tri-Met is the first transit in the country to use the low-floor cars which means that we will meet all of the ADA requirements. The ridership on our Banfield project on the east side of Portland, which Congressman Wyden worked so hard on, is already 14 percent above our estimates. We have a significant ridership.

Westside light-rail has tremendous public support. In a year where people were voting down any kind of tax measure, the political tide was against taxes, voters in Oregon supported light-rail strongly, and decided-four out of five voters decided to put their money in light rail.

This support is because we have had such a good opportunity with light rail. In relation to the north-south corridor, which Congresswoman Unsoeld spoke about, we are requesting that the committee include legislative language to request this one-corridor-at-a-time rule. This rule prevents good planning, in our belief.

Mr. Chairman, the Westside light-rail project is, as I said, on time and on schedule, and I believe that Congress should encourage projects which are done right. We have spent the money allocated to us, we have spent it on time, and we have the public support. We ask this 145 million to proceed forward on the project, and we also ask this language to eliminate the one-corridor-at-a-time.

I cannot, Mr. Chairman, overemphasize the tremendous importance of the Westside light-rail project in my district. I want to thank you for giving me the opportunity to speak today, and I would like to introduce to you Tri-Met's Executive Director, Mr. Tom Walsh.

Thank you Mr. Chairman.

[The prepared statement of the Hon. Furse follows:]

The Honorable Elizabeth Furse
Testimony before the House Appropriations
Subcommittee on Transportation

May 6, 1993

MR. CHAIRMAN, THANK YOU FOR PROVIDING ME THE OPPORTUNITY TO TESTIFY BEFORE YOUR SUBCOMMITTEE TODAY. I ALSO APPRECIATE THE HARD WORK OF MR. WOLF ON THE MINORITY. YOUR LEADERSHIP HAS BEEN INSTRUMENTAL IN MOVING AMERICA FORWARD ON WHAT IS TRULY A BIPARTISAN ISSUE: OUR NATION'S TRANSPORTATION SYSTEM.

THE WESTSIDE LIGHT RAIL PROJECT, MR. CHAIRMAN, IS THE SINGLE MOST IMPORTANT INFRASTRUCTURE PROJECT FACING MY COMMUNITY. IT IS A KEY TO OUR REGION'S FUTURE. WHILE THIS PROJECT SERVES THE GREATER PORTLAND AREA, ULTIMATELY BENEFITING THE QUALITY OF LIFE FOR NEARLY EVERYONE IN MY DISTRICT, IT PARTICULARLY AFFECTS WASHINGTON COUNTY. OVER THE LAST FIVE YEARS, WASHINGTON COUNTY ACCOUNTED FOR 68 PERCENT OF ALL OF OREGON'S GROWTH. AS OREGON AND THE PORTLAND AREA CONTINUE A DRAMATIC LEVEL OF SUSTAINED GROWTH, THE IMPORTANCE OF THE WESTSIDE PROJECT INCREASES WITH EACH NEW PERSON IT CAN SERVE.

NOT WANTING TO STEAL THE THUNDER FROM OUR LOCAL TRANSIT FOLKS, I'M HERE TO REPORT THAT WESTSIDE LIGHT RAIL IS ON TIME AND ON SCHEDULE. THE TIRELESS WORK OF THE FINE PEOPLE HERE WITH ME TODAY HAS PAID DIVIDENDS WHICH THE ENTIRE COMMUNITY WILL REAP IN THE FALL OF 1997, OUR SCHEDULED DATE OF COMPLETION. THEIR WORK WOULD BE MOOT, HOWEVER, WITHOUT THE COMMITMENT OF THIS

SUBCOMMITTEE TO THE WESTSIDE LIGHT RAIL PROJECT. OVER THE LAST THREE YEARS, THIS SUBCOMMITTEE HAS INCREASED FUNDING FOR THE WESTSIDE LIGHT RAIL PROJECT AS IT WAS WARRANTED: FROM $1 MILLION IN 1991, TO $26 MILLION IN 1992, TO $68 MILLION LAST YEAR. WE COULD NOT HAVE KEPT ON COURSE WITHOUT THIS SUBCOMMITTEE'S RECOGNITION OF OUR PROGRESS. DURING FISCAL YEAR 1994, THE BIGGEST ELEMENTS OF THE PROJECT WILL BE UNDER CONTRACT. AS A RESULT, IN ORDER TO KEEP ON SCHEDULE, THE TRI-COUNTY METROPOLITAN TRANSIT DISTRICT OF OREGON (TRI-MET) IN PORTLAND, OREGON, REQUESTS $145 MILLION IN FY 1994 FOR THE WESTSIDE LIGHT RAIL PROJECT AS DEFINED BY ISTEA. AS I'M SURE YOU RECALL, THIS PROJECT WAS AUTHORIZED FOR $515 MILLION IN ISTEA.

WHILE I REALIZE $145 MILLION IS A LARGE SUM OF MONEY, THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT HAS NOT BANKED A SINGLE PENNY REGARDING WESTSIDE LIGHT RAIL, AND YOU CAN COUNT ON THE FACT THAT EVERY DOLLAR ALLOCATED TO THEM THIS YEAR WILL BE SPENT IN FY 1994. WE HAVE WORKED HARD IN OREGON TO ENSURE THAT EVERY DOLLAR IS PUT TO GOOD USE. TRI-MET IS THE FIRST TRANSIT DISTRICT IN THE COUNTRY TO USE REVOLUTIONARY LOW-FLOOR CARS. THESE CARS MEET ALL THE REQUIREMENTS SET FORTH BY THE AMERICAN WITH DISABILITIES ACT, AND IT APPEARS THEY WILL COME IN UNDER BUDGET. THE RIDERSHIP ON THE BANFIELD PROJECT ON PORTLAND'S EASTSIDE HAS STEADILY INCREASED BY 14% EVERY YEAR SINCE IT OPENED. OVERALL, RIDERSHIP IS SIGNIFICANTLY HIGHER THAN OUR 1982 ESTIMATES. THE SUCCESS OF THE BANFIELD PROJECT AND THE

ACQUISITION OF THE LOW-FLOOR CARS ARE EXAMPLES OF THE POSITIVE RESULTS YIELDED BY THE WORK OF OUR FOLKS AT THE LOCAL LEVEL TO ENSURE THAT TAX DOLLARS ARE SPENT WISELY.

IT IS EVIDENT THAT THEIR WORK HAS NOT GONE UNNOTICED. SIMPLY STATED, WESTSIDE LIGHT RAIL HAS TREMENDOUS PUBLIC SUPPORT. THE EXISTING RAIL LINE HAS CREATED UNPRECEDENTED PUBLIC SUPPORT FOR LIGHT RAIL. HOW WIDESPREAD IS THIS SUPPORT? IN 1990, OREGON VOTERS WENT TO THE POLLS AND PASSED A STATE-WIDE PROPERTY TAX LIMITATION INITIATIVE. THESE SAME VOTERS IN MULTNOMAH, WASHINGTON, AND CLACKAMAS COUNTY WENT TO THE POLLS AND PASSED A GENERAL OBLIGATION BOND MEASURE TO PROVIDE THE LOCAL MATCH FOR THE WESTSIDE LIGHT RAIL PROJECT -- FROM DOWNTOWN GRESHAM TO DOWNTOWN HILLSBORO -- BY 74%. EVEN WHEN THE POLITICAL TIDE WAS VEHEMENTLY OPPOSED TO TAXES, VOTER SUPPORT FOR LIGHT RAIL IN THE TRI-COUNTY AREA WAS SO PREVALENT THAT ALMOST THREE OUT OF EVERY FOUR CITIZENS DECIDED TO PUT THEIR MONEY IN LIGHT RAIL. THIS IS THE TYPE OF BROAD-BASED SUPPORT MY DISTRICT HAS FOR THE WESTSIDE LIGHT RAIL PROJECT.

WE ARE ALSO REQUESTING THAT THE COMMITTEE INCLUDE LEGISLATIVE LANGUAGE TO ADDRESS THE FEDERAL TRANSIT ADMINISTRATION'S "ONE CORRIDOR AT A TIME" RULE. THE FTA STATED THAT IT WILL NOT ALLOW STUDY ON A NEW CORRIDOR TO GO FORWARD WHILE WORK ON ANOTHER CORRIDOR IS IN PROGRESS. IN MY VIEW, THIS RULE CERTAINLY DISCOURAGES REGIONAL PLANNING AND INTERMODALISM. IN PORTLAND, WE

HAVE DEVOTED OUR OWN TIME AND RESOURCES TO STUDYING A "SOUTH-NORTH" CORRIDOR, FROM CLACKAMAS COUNTY TO CLARK COUNTY IN WASHINGTON, BUT ARE HAMPERED IN OUR EFFORTS TO PROCEED BY THIS RESTRICTING RULE. IT IS IMPOSSIBLE TO EVALUATE ALL TRANSPORTATION OPTIONS AND THEIR ABILITY TO WORK WITH EACH OTHER -- HOW THE AIRPORT CAN BE CONNECTED WITH THE LIGHT RAIL LINE, OR THE PORT, FOR EXAMPLE -- IF WE ARE NOT ALLOWED TO PROCEED WITH SUCH STUDIES. MUCH WORK HAS GONE INTO THE REGIONAL PLAN, A PLAN I FULLY SUPPORT INCLUDING PROVISIONS TO ADDRESS CONCERNS IN CLARK COUNTY, WASHINGTON. OUR ABILITY TO MOVE FORWARD WITH THIS PLAN AND MEET THE NEEDS OF CITIZENS IN CLACKAMAS COUNTY AND CLARK COUNTY DEPENDS ON ELIMINATING THIS BARRIER. I ASK THAT THIS SUBCOMMITTEE INCLUDE LANGUAGE IN ITS 1994 BILL TO RECTIFY THIS PROBLEM.

IN SHORT, THE PROJECT IS ON TIME AND ON SCHEDULE. I KNOW WELL THIS IS GOING TO BE A DIFFICULT BUDGET YEAR, BUT THE WESTSIDE PROJECT IS NOT SOME FLY-BY-NIGHT OPERATION. I BELIEVE CONGRESS SHOULD ENCOURAGE PROJECTS WHICH ARE DONE RIGHT: THOSE WHICH HAVE SPENT THE FUNDS ALLOCATED TO THEM, ARE ON TIME, AND HAVE MUCH PUBLIC SUPPORT. THIS SUBCOMMITTEE DESERVES CREDIT FOR ITS ROLE IN THIS PROJECT'S SUCCESS SO FAR. WE NOW ASK THIS SUBCOMMITTEE FOR $145 MILLION TO PROCEED FORWARD ON THE WESTSIDE PROJECT AS DEFINED BY ISTEA, AND LANGUAGE TO ELIMINATE THE "ONE CORRIDOR AT A TIME" RULE BY FTA. I CANNOT OVEREMPHASIZE THE IMPORTANCE OF WESTSIDE LIGHT RAIL TO MY COMMUNITY.

I THANK THE CHAIRMAN AND EVERYONE FOR GIVING ME THE OPPORTUNITY TO SPEAK TODAY, AND I'D NOW LIKE TO INTRODUCE YOU TO TRI-MET'S EXECUTIVE DIRECTOR, TOM WALSH. HE IS TO BE COMMENDED FOR ENSURING THAT LIGHT RAIL IN THE PORTLAND AREA LIVES UP TO ITS COMMITMENTS MADE TO THE COMMUNITY AND EVERY LEVEL OF GOVERNMENT.

Mr. CARR. Welcome, Mr. Walsh.

Mr. WALSH. Chairman Carr, Representative Wolf, thank you. Very quick update on the project.

Following that successful 1990 vote, which Congresswoman Furse has referred to in the authorization under ISTEA, we were the First District in the Nation to execute a full-funding grant agreement with FTA. Under ISTEA, we executed that in the fall of 1992.

As we sit here today, engineering on the Westside project is 75 percent complete. We have received final, confirmed bids on our low-floor light-rail vehicles and the end of this month will execute a contract with Siemens-Duewag in Sacramento, California, for the first low-floor cars that fully comply with ADA in North America. Those cars come in at 12 percent under budget. Two days after that, we will receive bids on the three-mile twin tube tunnel estimated at $150 million and will proceed, in the middle of June, to execute the contract on that.

By the first of October of this year, meaning the end of your Federal fiscal year, $250 million of the 688 million project will have been obligated; 85 million will have been spent. It goes without saying, without the support of this committee and the appropriations of over $83 million that you have made to date, we wouldn't be where we are.

We make the appropriations request for $145 million of Section 3 for fiscal year 1994 for a single reason: That represents 75 percent of the expenditures that we will make on this project during fiscal year 1994.

Not only is the project on schedule; it remains well within budget. Our request at a 145 million keeps the project precisely on track. It avoids inflation. It allows us, remaining within budget, to proceed on schedule without additional borrowings.

The question is often raised, are we spending money or are we banking money. We are spending money. We have put over-between the local vote and State resources, we have available some $250 million of State and local resources which have front-ended the expenditures on this project. By the end of fiscal year 1994, we will have obligated some $417 million of the 688 and will actually have spent $280 million.

I want to thank you again for your support.

[The prepared statement of Mr. Walsh follows:]

Testimony
of
Tom Walsh
General Manager
Tri-County Metropolitan
Transportation District of Oregon (Tri-Met)
Before
The Subcommittee on Transportation
Committee on Appropriations
United States House of Representatives
on
Fiscal Year 1994 Appropriations Request for
The Westside Light Rail Project
May 6, 1993

Mr. Chairman, members of the Committee. I am Tom Walsh, General Manager of Tri-Met, the transit authority for the Portland, Oregon metropolitan area. I would like to thank Congressman Ron Wyden, Congresswoman Furse, and Congresswoman Unsoeld and for their courtesy in appearing before the committee in support of our request today.

Mr. Chairman, I am honored and privileged to appear before you today to discuss the federal Fiscal Year 1994 funding needs for Tri-Met's Westside Light Rail Project.

This subcommittee has been very supportive of the Westside project, last year appropriating a total of $68 million to fund the start of construction. Over the past three years, the subcommittee has appropriated funding for this project in increasing amounts, totaling $82.3 to date.

I would like to take this opportunity to again thank the subcommittee for your support of the Westside project.

Project Update

I would also like to take a moment to update you on the progress of the project.

Today, the long awaited construction of the Westside project is fully underway -- marking another important milestone in the development of this project.

In 1991, $515 million was authorized for this effort in the Intermodal Surface Transportation Efficiency Act.

In October, 1992, FTA entered into a Full Funding Grant Agreement with Tri-Met for $688 million to construct the project. To date, $36 million in local and federal funds have been expended.

This month, Tri-Met is in the process of concluding a $86 million contract to purchase the first low floor cars in North America. The apparent low bidder on the 37 fully handicapped accessible vehicles is Siemens-Duewag Corporation of Sacramento, California. We are very happy to report to you that the contract bid came in fully 12 percent below budget.

This month, we anticipate signing the single largest contract on the project, to build a three mile tunnel at a cost of approximately $150 million.

And, by the end of Federal Fiscal Year 1993, Tri-Met anticipates having $250 million of the project's costs -- including $187 million in federal funds -- under contractual obligation. Of that, $85 million will have been spent.

By the end of Fiscal Year 1994, the amount of obligations entered into will be $417 million. Of that, $313 million will be federal and $280 million will have been spent.

As you can see, Tri-Met does not intend to "bank" any federally appropriated funds. All of the funds we are requesting today will be fully obligated by the end of the Fiscal Year.

Appropriations Request

Mr. Chairman, members of the Committee, Tri-Met today requests $145 million in FY 1994 Section 3 funds to keep this project on schedule and on budget.

This level of federal support will allow the project to move forward, avoiding the inflationary costs of stretching the project out over a longer period of time. We estimate more than an additional $1 million in project costs for each month of delay.

An appropriations of less than $145 million will require Tri-Met to exercise its borrowing authority -- increasing the interest costs to the project. (The inflationary cost avoided by borrowing

-- to keep the project on time -- may not be equal to the interest cost of the funds borrowed.)

Reduced funding also increases the need to borrow to avoid stretching out the construction schedule. Pushing out the date of completion of the Westside project influences the start of future projects, such as the South/North line Congressman Dicks and Congresswoman Unsoeld have mentioned.

Tri-Met does have the ability to borrow -- with the associated impacts I have mentioned -- to meet an appropriations of less than $145 million. However, that local flexibility has limitations. At the level of about $110 million in federal funding, Tri-Met and the region will have exhausted our resources in keeping the project on schedule.

History of Westside Project

I would like to take a moment to briefly review the history of the Westside Light Rail Project to give you some context for this request.

In the 1970s Portland -- and the state of Oregon -- made a number of momentous decisions which have changed the course of transportation development in our community.

We chose to not to meet our transportation needs with new freeway construction, choosing instead to withdraw two freeway projects and use the funds for a combination of transit and arterial improvement.

At the same time, Portland anticipated the direction Congress would ultimately take with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA), limiting vehicle miles traveled with strick limit on parking spaces in the central business district; defining the urban area with a growth boundary; requiring autos to meet clean air demands; and looking to non-auto surface transportation modes.

Portland's successful Banfield Light Rail Project -- known as MAX -- was the result.

With this committee's generous support, Portland completed the construction of the Banfield project on time and on budget in 1986.

In the seven years since MAX was opened, we have been riding a tide of success. Peak hour ridership on Portland's east side line has increased 14% a year -- and we have doubled the number of transit riders in the Portland region. Nearly a billion dollars in new commercial and retail development has been constructed around the new line and another $450 million is planned.

And in 1990 -- while at the same time passing a strict property tax limitation -- 74% of Portland area voters approved a $125 million general obligation bond measure to fund the local share of the Westside project.

Today, Portland's commitment to public transportation is intense, visible and real. Voters have made a commitment, not only to the local match requirements, but to adopt a new orientation to land use and development that compliments -- and is, in turn, dependent on -- transit development.

Land use designations, patterns and policies in the three counties and 24 cities in the region have been established on the basis of a high capacity transit system serving the radial corridors.

Water, sewer, transportation and other infrastructure plans have been sized and located to serve those transit oriented development patterns.

Two decades after our region made the decision to chart a non-freeway based course, development and high capacity transit have become inextricably and irreversibly linked.

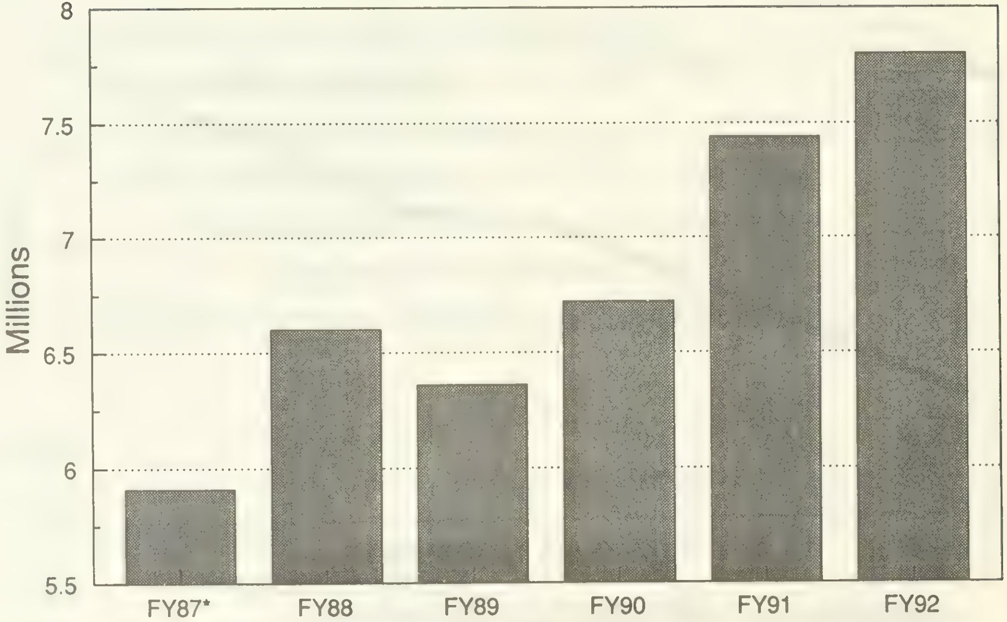
The recent adoption by the State of Oregon of a Transportation Planning Rule requires even greater attention to transit and transit-related land use -- thus tightening the linkage between land use and transit development.

In the next twenty years the Portland region's population is expected to increase by 500,000 people. That is an increase of over 38 percent. We are committed to meeting the demands that growth will place on us; to reducing congestion; to maintaining liveability; to efficient and cost effective transportation; to clean air; and to senior and disabled services.

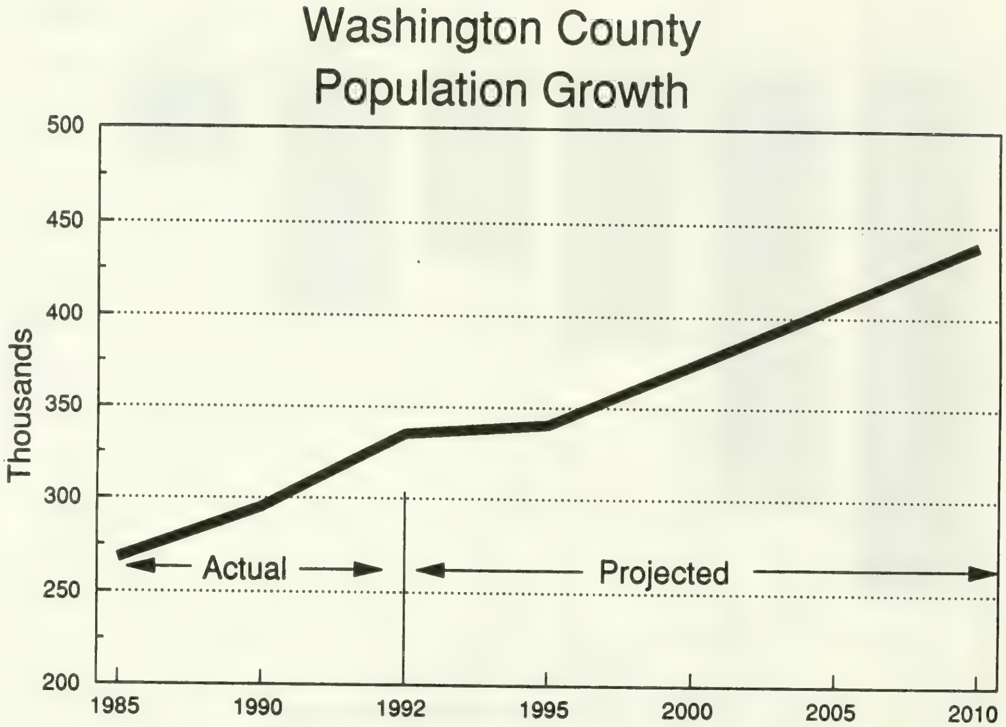
And we are committed to meeting those goals with a balanced transportation system. A system that will increase transit ridership threefold. The Westside Light Rail Project is a critical piece of that strategy.

Mr. Chairman, members of the Committee, once again I would like to thank you for the opportunity to appear before you today. The people of Portland are truly grateful for your support of the Westside Project.

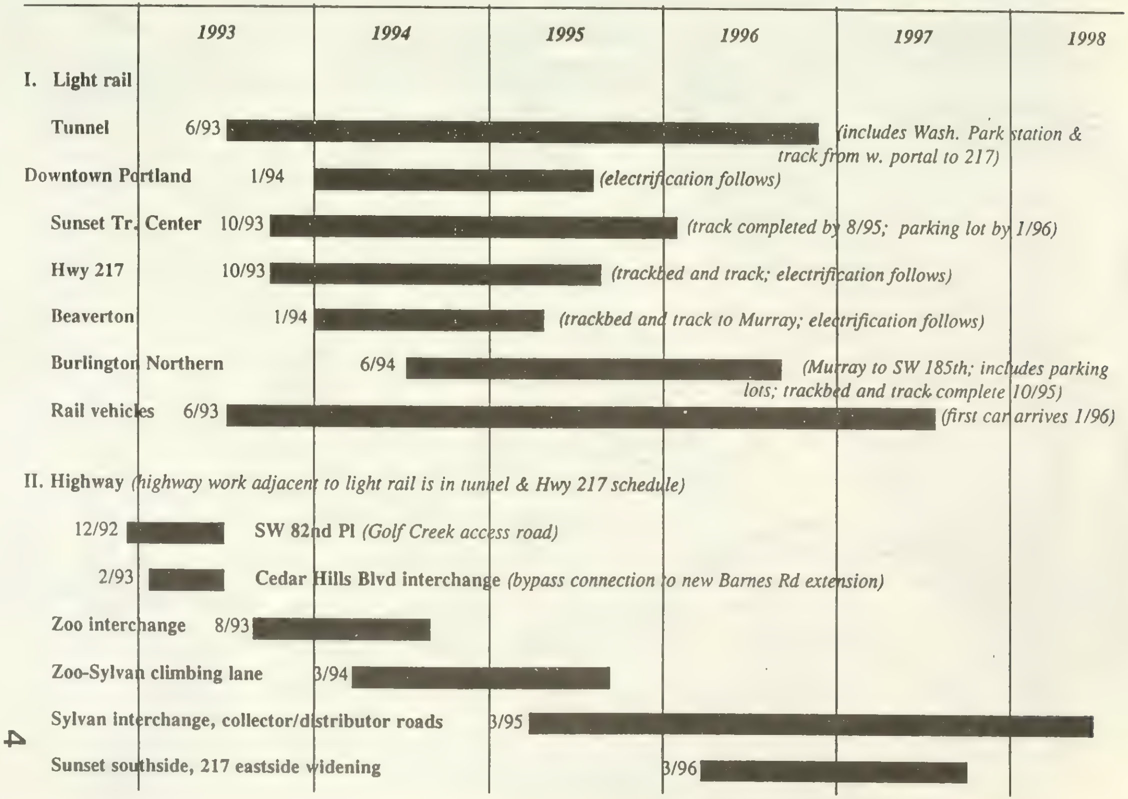
MAX Weekday Boarding Rides
FY1987 - FY1992

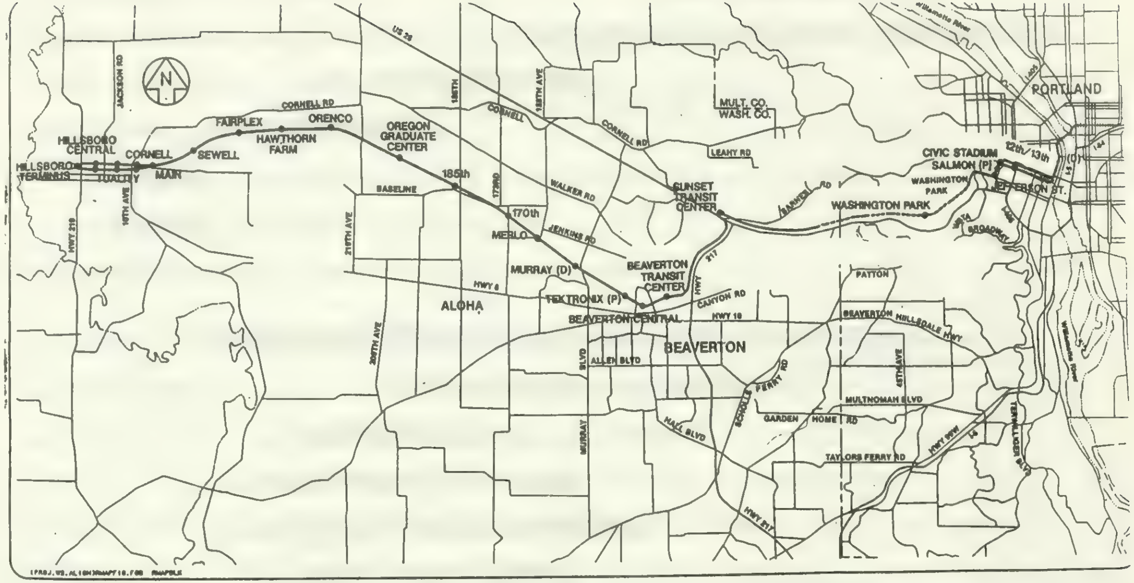


*FY87 reflects 10 months of service


Washington County
Population Growth
Thousands
500
450
400
350
300
250
200
1985
1990
1992
1995
2000
2005
2010
Actual
Projected

Highlights of Westside MAX construction master schedule (downtown - SW 185th segment)





Legend

- Existing MAX light rail
- Westside Light Rail surface alignment options
- Proposed rail station locations
- Tunnel route options

(P) - PROPOSED
(D) - DEFERRED

Preliminary engineering studies for a 12-mile extension of MAX along this route, which was selected by a consensus of all the local governments involved, are due to be completed in early 1991.

After a public hearing on the Supplemental Draft Environmental Impact Statement in the fall of 1990, local governments will select the final route and make a decision on construction.

Proposed highway improvements from S.W. 18th Avenue & Jefferson Street to Highway 217 & Tualatin-Valley Highway are identified along the corridor.

Technical studies presently underway are designed to provide the critical information necessary to make a decision:

- Reliable construction cost estimates
- An assessment of environmental and economic impacts
- A financing plan to build and operate the light rail and highway improvements

Questions? Transportation professionals are available to answer your questions, or meet with your group.

Westside Corridor Project

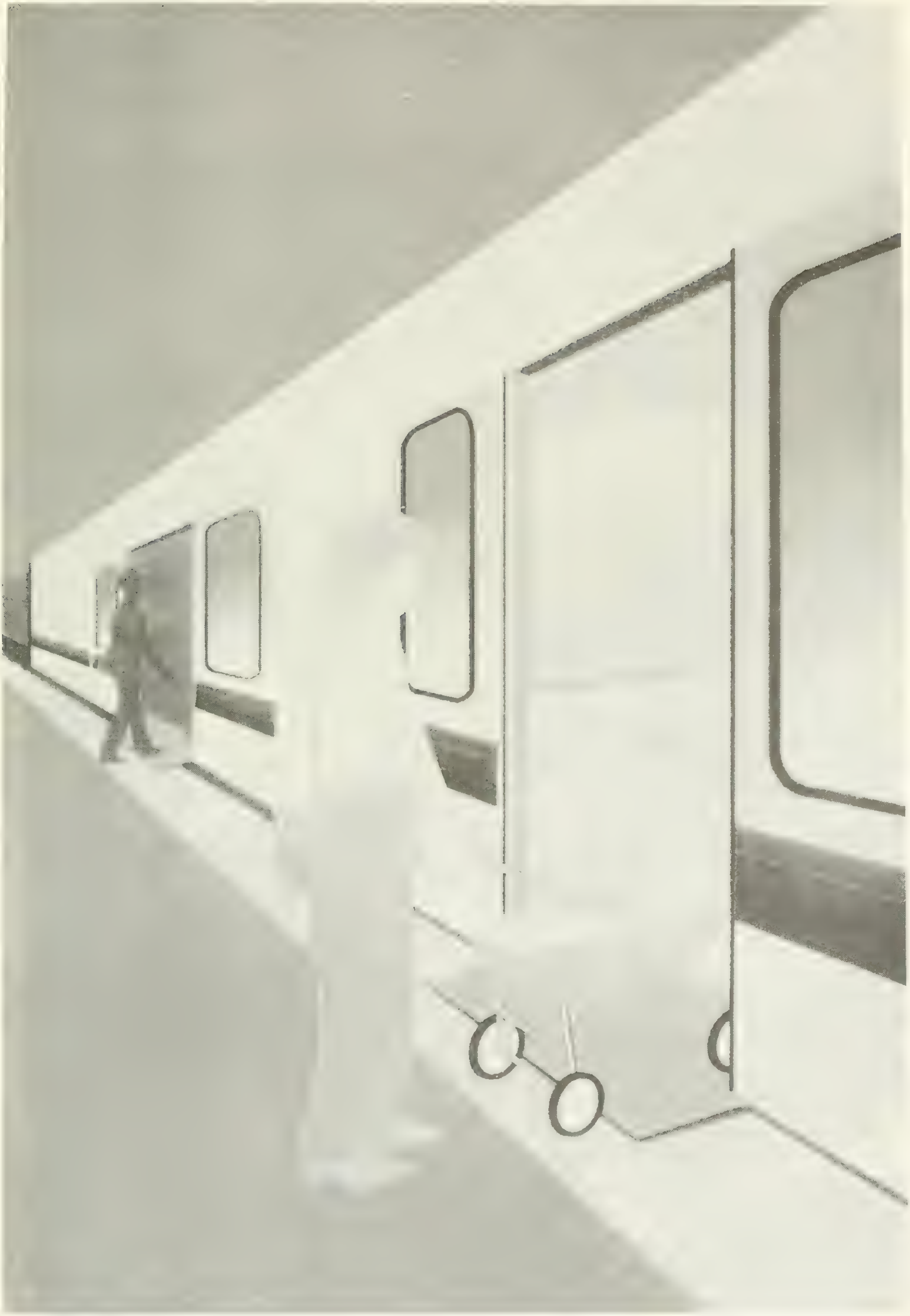
Coordinating development of MAX and highway improvements on the Westside.

Call 239-2150.

TRI-MET

The Oregon Department of Transportation

Low floor car with bridgeplate



East portal video simulation

Ms. FURSE. I would like to introduce the former Mayor of Hillsboro, who is a Board Member of Tri-Met, Shirley Hoffman.

Ms. HOFFMAN. Thank you, Elizabeth. Good morning, Chairman Carr and Mr. Wolf; thank you for the opportunity to be with you this morning. I want to just take a moment to briefly review for you the history of the Westside light-rail project to give you some context for our request.

In the 1970s, Portland and the State of the Oregon made a number of decisions which have changed the course of transportation development in our community. We chose to meet our transportation needs not by freeway extensions but instead to withdraw two freeway applications and to use the funds for a combination of transit and arterial projects. Portland's successful Banfield light-rail project, known as MAX, was the result. With this committee's generous support, Portland completed that project on time and budget.

In 1986, in these seven years, peak-hour ridership on Portland's Eastside lines has increased 14 percent a year. We have doubled the number of transit riders in the Portland metropolitan region. Nearly a billion dollars in new commercial and retail development has been constructed around the new line, and another $450 million is planned; and in 1990, as was previously mentioned, while at the same time passing a strict property tax limitation, 74 percent of the metropolitan Portland area voters approved a 125 million general obligation bond measure to fund the local share of the Westside project.

Today, our commitment to public transportation is intense, visible, and real. Voters have made a commitment not only to the local match requirements but to adopt a new orientation to land use and development that complements and, in fact, is dependent upon transit development.

Land-use designations, patterns and policies, and utility and our infrastructure plans in the three counties and 24 cities in the region have been established, sized, and located on the basis of a high-capacity transit system serving the radial corridors. The recent adoption by the State of Oregon of a transportation planning rule requires even greater attention to transit and transit-related land use, thus tightening the linkage between land use and transit development.

In the next 20 years, the Portland metropolitan region's population is expected to increase by 500,000 people. That is an increase of over 38 percent. We are committed to meeting the demands that growth will place on us. And we are committed to meeting those goals with a balanced transportation system which will increase transit ridership threefold.

The Westside light-rail project to downtown Hillsboro is a critical piece of that strategy. Chairman Carr, I understand you have been invited to visit the region. Let me suggest that your plans might include coming to—making a visit to the world class air show in Hillsboro which is held in mid-July, July 17th—16, 17 and 18.

Thank you again for the privilege of being here this morning.

Mr. CARR. Thank you very much. I don't have any questions. Do you, Mr. Wolf?

Mr. WOLF. No, Mr. Chairman.

Mr. **Carr**. Thank you very much for being here. I look forward to working with you.

I do want you to take a copy of our investment criteria that we released yesterday. And, Mr. Walsh, in particular, we would like you to answer the questions in those.

Mr. **Walsh**. I will respond very shortly.

Mr. **Carr**. Thank you very much.

Thursday, May 6, 1993.

CENTRAL SAN JOAQUIN VALLEY, CALIFORNIA, PROJECTS

WITNESS

HON. RICHARD H. LEHMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. **Carr**. Our next witness is going to be our good friend and colleague, Rick Lehman from California. Welcome.

Mr. **Lehman**. Thank you very much, Mr. Chairman, and thank you for accommodating me today. I really appreciate it.

I will be very brief with your time. I have two items I want to bring up before the committee today. One is a project in Madera County and the other is the City of Fresno. Both are critical to the long-term planning in this part of the Central San Joaquin Valley.

Madera County in coordination with its neighbor, Fresno, has developed a proposal to expand a 4.1-mile section of State Highway 41. You may be familiar with Highway 41, as it is the primary route to Yosemite National Park. Thousands of tourists every year use this highway to get to the Park.

At the present time, Highway 41 is a six-lane highway through the City of Fresno. As the highway approaches the Fresno-Madera County line, the highway decreases from six to four to two lanes in approximately a mile and a half. This traffic then funnels through a 26-foot-wide bridge which was built in the 1930s.

The combination of rapid growth in this area and the increase in tourist and commuter traffic has made traveling this section of 41 extremely difficult and dangerous at best. The University of the California is considering locating a tenth campus in this area and a major children's hospital has made plans to locate a 650,000-square-foot facility in this area of Madera County. This is currently the direct growth pattern of the Fresno metropolitan area.

The Highway 41 project has been the number one priority for Madera County and Caltrans' District Six for the last 15 years. Madera County has, in fact, implemented a self-help funding source sales tax and is offering 40 percent of the total project cost. The California Transportation Commission has recognized the importance of this project and placed it on the 1992 State Transportation Improvement Program for funding in 1998.

1998 is a long way off. With increased density in land use, the 41 corridor, which is woefully inadequate today, will soon become a horrendous thoroughfare. I would like to speed up this project in two ways.

First, I would like to request funding in the amount of $3 million for right-of-way acquisition. It is my expectation that this request will meet the subcommittee's investment base spending criteria, and I would be happy to address that.

Second, I would like to again request that the committee allow this project to continue to be on a fast track for environmental clearance. In accordance with last year's subcommittee language, the Highway 41 project is on a two-tiered environmental planning track. This measure enabled policymakers, transportation officials, and environmentalists to test the desirability of speeding up environmental work to advance construction of transportation projects. All environmental work will be completed concurrently with the design and engineering work.

I might say in this regard, Mr. Chairman, I recently had a meeting in my office in Fresno of the State agencies and local agencies involved in this project to see how our budget language was working. And it was working very effectively. They felt, in fact, that it was going to reduce the time necessary to get to the construction phase by one-half. I said, how long will that be; and they said, it will take three-and-a-half years now. You mean, it would take seven otherwise? And that was the answer.

I think we are so overburdened with process here at the present time that it makes little sense for people trying to do things out there-that language you put in the budget, by everyone's estimation, has been very effective and all Federal agencies, including EPA, have been extremely cooperative with this process.

The issue now is, we would like to get the money—some money up front for right-of-way acquisition to continue the process along on that fast track, so that the work we did in the past is not in vain.

In addition to that project, I would like you to keep in the budget this year the language you put in last year supporting the local efforts to remove our tracks—to consolidate the Santa Fe and Southern Pacific tracks through the City of Fresno. I am not requesting any money for this. That encouragement has helped. The study was commenced last year, and I look forward to getting this accomplished, which is very important to the viability of our community having this one set of tracks through our community and not two.

I might also add with respect to the economy in this area, the highway project in particular is very important not just because of the congestion we have and the growth in the area, but Fresno and Madera Counties had unemployment rates of 16.4 and 15.1 percent, respectively, this past February. That compares to national, 7.0, and State of California, 9.8.

So clearly the jobs that this could bring on in the short term, by speeding it up, would be very beneficial in that regard as well.

That is my presentation.

[The prepared statement of the Hon. Lehman follows:]

RICHARD H. LEHMAN
19TH DISTRICT
CALIFORNIA

WHIP-AT-LARGE

COMMITTEE ON
ENERGY AND COMMERCE

COMMITTEE ON
NATURAL RESOURCES
CHAIRMAN
SUBCOMMITTEE ON
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Congress of the United States
House of Representatives
Washington, D.C. 20515

I would like to bring to your attention the issues I will be discussing before the Subcommittee on Transportation on May 6.

As you know, Mr. Chairman, my Congressional District encompasses a large portion of the Central Valley of California. Many areas in the Central Valley, such as Fresno, were once primarily sleepy agricultural communities, but now they are rapidly growing urban cities. According to 1990 Census numbers, the City of Fresno, which is in my district, is one of the most rapidly growing cities in the United States. In fact, my Congressional District has grown in population by 32% in the last decade.

Numerous commercial, business, and other developments are being aggressively pursued in my district. The University of California is planning to locate a 10th campus in this area and a major children's hospital is planning to locate on the banks of the San Joaquin River between Fresno and Madera. In addition to the rapid growth this area is experiencing, there are several National Parks including Yosemite and Sequoia-Kings Canyon, and one National Recreation Area, Mono Lake, which draw thousands of visitors every year.

As you can imagine, with this rapid growth, a whole host of infrastructure problems has arisen. Many of our roads, highways, and bridges are being utilized to absolute capacity. This is causing severe problems in terms of safety, congestion, and interregional commerce. I am requesting your assistance in alleviating some of these problems.

There are two projects for which I am requesting your assistance; one in Madera County and one in the City of Fresno. Both are critical to long term good planning in this area of the Central Valley.

To start, Madera County has been developing a proposal to expand and improve a 4.1 mile section of Highway 41 for the past decade. This project is the number one priority for the Madera County Transportation Commission and CalTrans District Number 6. Currently, Highway 41 is a six lane highway through the City of Fresno. As the highway approaches the Fresno-Madera County line, the highway decreases from six lanes to four lanes to two lanes in approximately one half a mile. This traffic then funnels through a 26-foot wide bridge. This narrow bridge, which has no shoulders, was built in the 1930's.

According to Caltrans, on a scale of A to F, the current level of service on the 4.1 mile section of Highway 41 ranges from C to F with a major segment operating at a level of F. This low level of service represents the difficulty that drivers experience in travelling this section of Highway 41 in terms of maneuvering, stop and go traffic, and slow speed (below 35mph) limits. Currently, 20,900 vehicles travel this 4.1 mile section of Highway 41 every day, and with normal population growth and travel this number will more than double in 18 years to 48,300. Within the last 18 months, there have been numerous accidents, including one accident which left a heavy duty truck hanging off of the structure's approaching embankment.

Not accounting for any future growth this highway is operating at peak capacity. However, there is a great deal of development taking place in Madera County. Most notably, Valley Childrens Hospital is in the process of building a 450,000 square foot state-of-the-art facility in Madera. This facility will serve all of the counties in the San Joaquin Valley as well as San Luis Obispo County. This facility will employ 1500 people, have an annual budget of just less than $100 million and serve 100,000 children annually. Needless to say a large amount of traffic will be generated on Highway 41 from both the North and South as families bring their children to the hospital.

In addition to Valley Children's Hospital, the University of California Board of Regents have selected two sites in Madera/Fresno County as a potential site for a 10th campus. Clearly, negotiating this area of the highway is difficult under present circumstances and more growth is only going to aggravate the current traffic situation. The answer is not to slow growth but rather to plan ahead and invest in our current transportation infrastructure.

Madera County wants to make this investment. The County has implemented a sales tax revenue source for state transportation projects. Madera County, with the help of local developers and local taxpayer funds, is prepared to offer 40% of the total project cost. The project cost is roughly $52 million dollars and with 40% coming from Madera County, the Highway 41 proposal is a very attractive one. Madera County is only one of three rural counties in the State of California that has a self-help funding mechanism. For a small county of only 85,000 persons, this kind of financial commitment is almost unheard of and very significant.

In March, the California Transportation Commission placed this project on the 1998 State Transportation Improvement Program (STIP). This means that the project is a high priority in the state and in the region and that if funding is available, the project will be funded in 1998. This is if all goes well and the state does not lose any transportation funding between now and

1998. This is a big gamble and one that many in Madera do not want to take. Last year alone, California lost $1 billion of obligation authority under the transportation account. Mr. Chairman, I would greatly appreciate your assistance in locating federal funds for this project. Caltrans and Madera County are working together to advance this project, but they need federal support to assure that this project will go forward.

In addition to the Highway 41 project, I would also ask for your assistance in obtaining federal support for a project that is in the preliminary stages in the City of Fresno. As I stated earlier, Fresno was once primarily an agricultural area that simply served as a stopping point on the Santa Fe and Southern Pacific Rail Lines. These rail lines benefited both shippers and farmers alike and facilitated a tremendous amount of interregional commerce. However, in the last several decades, Fresno has transformed itself from a small agricultural town to a major urban city. The Santa Fe Rail lines now run right through the middle of the city. Needless to say, these lines are now a major source of inconvenience and frustration for all who travel in Fresno.

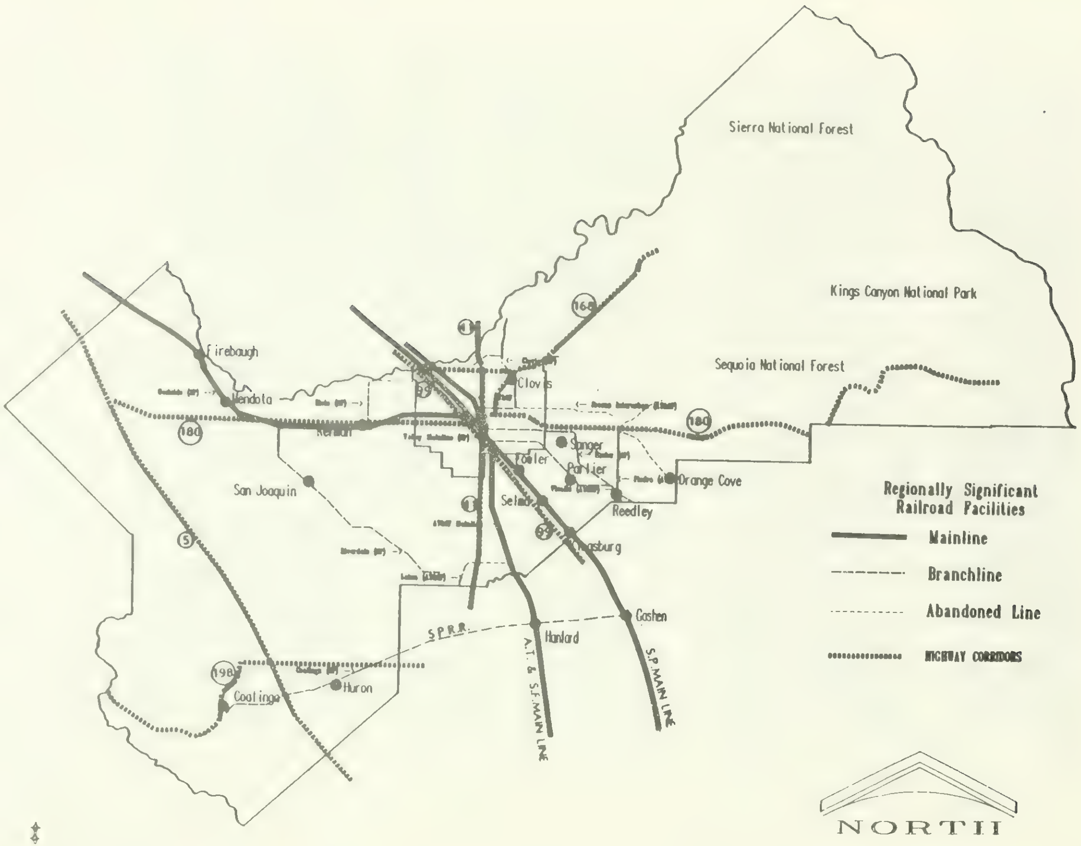
As I stated earlier, Fresno is one of the fastest growing cities in the United States. In the last decade it has grown 62% in population. With this tremendous growth, the increase in city street traffic is severe. Adding to the problems of traffic is the fact that the Santa Fe Rail lines still go directly through the middle of the city. At the present time, about 18 freight trains and six Amtrak trains go through some very densely populated areas of the city each day. It is not uncommon to hear Fresnans planning their commute and travel though the city according to the schedule of the trains.

The wait at stop lights, the snarling of traffic throughout the city, the pollution caused by thousands of idling cars, and safety concerns have led local, state, and federal officials to meet with both Southern Pacific and Santa Fe in order to encourage a rail consolidation on the north end of the city.

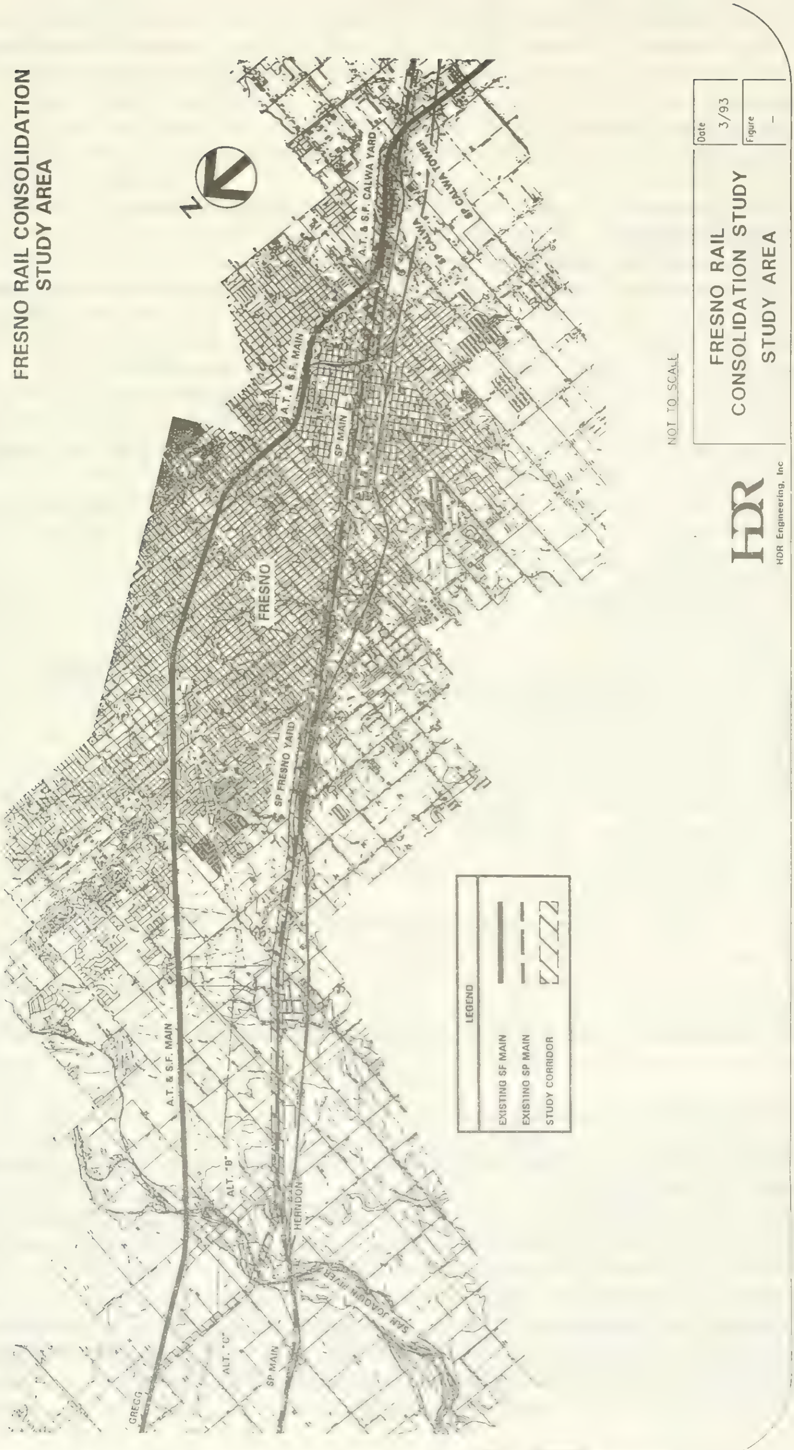
Moving all rail traffic to the Southern Pacific Corridor is critical as it will relieve local traffic congestion at railroad crossings, is essential for completion of the high-speed rail system through the San Joaquin Valley, and is an integral part of Fresno's air quality improvement plan. In addition, in the future Fresno may pursue this corridor for local or light rail service in the metropolitan area. Both companies have said that railway consolidation is feasible; however costly. There are several state and local funding avenues being pursued at the present time. However, the need for federal funds is great. This project simply can not go forward without federal assistance.

Mr. Chairman and the subcommittee, I thank you for your time and your attention to my testimony. I will be happy to follow up with you individually in order to facilitate my request.

Again, I appreciate the opportunity to testify.


Sierra National Forest
Kings Canyon National Park
Sequoia National Forest
Regionally Significant Railroad Facilities
Mainline
Branchline
Abandoned Line
HIGHWAY CORRIDORS
NORTH
168
41
99
180
5
198
Clovis
Firebaugh
Mendota
Kerman
San Joaquin
Sanger
Fowler
Parlier
Orange Cove
Reedley
Selma
Kingsburg
Goshen
Hanford
Huron
Coalinga
S.P.R.R.
A.T. & S.F. MAIN LINE
S.P. MAIN LINE

FRESNO RAIL CONSOLIDATION STUDY AREA



Mr. CARR. Well, thank you.

I am looking at a map. This is 41 going north out of Fresno?

Mr. LEHMAN. Correct, and if you look at that, you will see that it is the freeway through Fresno and on the northern boundaries of Fresno.

Mr. CARR. It looks like a four-lane.

Mr. LEHMAN. It goes from six to four to two as it leaves Fresno.

Mr. CARR. It goes to two at Pinedale.

Mr. LEHMAN. It is over a mile-and-a-half this occurs; then there is that bridge, and what we seek to do——

Mr. CARR. The project is how far north?

Mr. LEHMAN. This project would widen that lane from two lanes to four lanes over the San Joaquin River; and the recent designs that I saw that Caltrans is working on would take it about a mile beyond that to work out the reintegration of the traffic.

Mr. CARR. Ultimately, it has got to come back down to two?

Mr. LEHMAN. Ultimately, it goes to two out by Avenue 11. I don't know if that is on that map, but it is about a mile past the bridge they bring it back to two.

Mr. CARR. It looks like it is on the map, but it is not marked.

Mr. LEHMAN. The big congestion problem is at the bridge. It is an old bridge and everything funnels directly into it.

Mr. CARR. When was the bridge built?

Mr. LEHMAN. In the 1930s. All this was farm land at that point in time.

Mr. CARR. Can you get someone to supply us some maps with regard to the railroad relocation?

Mr. LEHMAN. Certainly.

Mr. CARR. That would be helpful.

Mr. Wolf, do you have any questions?

Mr. WOLF. I have no questions.

Mr. CARR. Okay. Mr. Sabo.

Mr. SABO. No.

Mr. CARR. Thank you.

Mr. LEHMAN. Thank you very much. I appreciate it.

THURSDAY, MAY 6, 1993.

MID-AMERICA AVIATION RESOURCE CONSORTIUM (MARC)

WITNESS

RICH POINTER, DIRECTOR, MARC

Mr. CARR. I am going to turn the microphone over to Mr. Sabo to make an introduction.

Mr. SABO. Well, thank you, Mr. Chairman; and it is my pleasure to introduce to the committee today Rick Pointer, Director of the MARC program in Minnesota, which is the Mid-American Aviation Resource Consortium, which runs an air traffic controller training program in Minnesota. It is very successful and doing an excellent job, but has ongoing problems with FAA. I appreciate the opportunity for Mr. Pointer to be here today and to testify.

Mr. Pointer. Thank you, Representative Sabo, Chairman Carr and Representative Wolf. I thank you for the opportunity to testify today.

This project is one that you folks authorized back in 1989, and we have been functioning since 1990. I provided written testimony, and I am not going to read that testimony for you, but in the interests of time, I will just summarize some points and will be happy to answer questions.

This is a six-month training program which was by design established to be an innovative alternative to the FAA's own training at Oklahoma City, one in which we are attempting to provide a research-and-development format to illustrate that a college can prescreen and train air traffic controllers efficiently and cost-effectively.

We graduated our first class in 1991. We are working very, very hard with each class to contribute to the diversity needs of the controller system and feel that we have been able to do that, and over half of our graduating classes to date have been either minority or female candidates. We have graduated six classes; five of them have reported to work. We have a completion ratio of 83 percent. Of all the students that have been brought into the program that have completed the program, 114 students have been placed to date, which is 100 percent of those who have been eligible. By "eligible," I mean those who meet the hiring requirements of the FAA and can pass the medical and security screens among others.

We spend a lot of time and energy trying to ensure that we select persons that can meet those screen requirements before they get into the program. Unfortunately, we aren't—it isn't 100 percent foolproof. We have lost about 25 students in the process, which is expensive to say the least. We are working with the FAA to try and work out a plan to permit our candidates to go through that screening before they get into the program.

Of the 114 that are placed, 109 are still in training which is much, much higher than the success rate of people coming out of the Academy.

We have had two students withdraw from training because they determined it is not what they wanted to do. We have one that has been reassigned within the agency and two that have washed out of the training process. In terms of costs, we see all kinds of costs associated with the Academy. The figure we continue to get most often is, they spend about $40,000 per completer. We are spending right now about 15,000 per completer.

In terms of integration, we spend a great deal of time working with team-building programs for preparing our students for the FAA agency and how to work in that type of setting. We developed high-fidelity simulation, the first of its kind anywhere in the world. We think that the agency has looked very favorably on that and are looking at running simulation in some of their training activity also.

We are greatly involved in development of computer-based instructional components. We have a high technology classroom which is relatively unique. We have also developed an aptitude assessment instrument whereby we can assess students' potential for this field, which is unique and different from the instrumentation that the FAA has put together, and we think provides a good alternative in order to deal with trying to determine who might have aptitude for air traffic control.

In essence, what we think we have provided is a project whereby we can help the FAA break some of the paradigms they have been involved with as they train controllers over the last four years, one in which we can provide more opportunity for innovation than they are capable of due to some constraints within the agency. We think we can set the standard for training in the future, and we really thank you for your support.

We are seeking continued funding, as you have in the last couple of years, at the rate of the about $2 million. I would be happy to answer any questions.

[The prepared statement of Mr. Pointer follows:]

MARC Testimony
House Sub-Committee on Transportation
May 6, 1993

Introduction: Chairman Carr, Representative Sabo, members of the House Subcommittee on Transportation, staff members, and guests;

I am Rich Pointer, Vice Chancellor of the Minnesota Technical College System and Director of the Mid-America Aviation Resource Consortium (MARC) Air Traffic Control Training Project.

We are pleased to have the opportunity to testify today. April 3, 1993 marked the third anniversary of this project and this is the third consecutive year we have been invited to share our progress with you.

As you know, this project is one which is authorized and funded by you. Our goal is to provide an innovative and effective collegiate alternative to the FAA's Air Traffic Control Training Academy in Oklahoma City.

Currently, we are in the third year of a five year project that, if determined successful, is expected to become an ongoing ATC training program. Please recognize that, since it takes two to four years for a Developmental Air Traffic Controller to achieve Full Performance Level (FPL) status, it will be difficult to assess the success of this project until

1995. In the meantime, there are several significant contributions that we are making besides providing trained graduates.

- One of our goals is to provide a cost effective way for the FAA to acquire ATC developmentals. Factoring out our initial setup costs, our experience suggests that we can recruit, screen and train an ATC developmental for less than $15,000. This compares quite favorably to the $40,000 plus estimates we have seen for training an Academy graduate.

- To date, this project has established a very high success rate in the FAA field based training environment. Of the 114 graduates hired by the FAA as ATC developmentals; one failed, one was reassigned within the agency and two resigned. This compares very favorably with the 25% field training washout rate established by Academy graduates.

- Knowing that the FAA has had a great deal of difficulty attracting and hiring minority ATC candidates, we have placed special emphasis on recruiting diverse students. Consequently, over 47%

of all our graduates are females and/or minorities. Since our first class, which was predominantly white male, 59 of our graduates have been females and/or minorities.

Utilizing a computerized expert system approach to curriculum development, we developed a complete six month ATC en route curriculum in less than four months. With this system, we have not only documented the content we intend to deliver but can trace our lesson plans and test items to our content goals documented in our course syllabi. In short, we can document that what we plan to teach we teach.

We have developed a selection process and a set of admissions criteria which assist us in identifying candidates who not only desire to become Air Traffic Controllers, but also possess a desire to learn. This is evidenced by the fact that all of our candidates are required to have completed a two or four year college degree program. This commitment has yielded a graduation rate for the project of 82% to date (181 admitted and 148 graduated). As we phase in our aptitude assessment battery and refine our program through the further identification of factors contributing to student success, we anticipate improving our retention rate. We think this is an outstanding accomplishment when compared to the 40% to 60% completion rate at the Academy.

- Knowing that skills gets one a job, but attitudes and beliefs are what enables one to keep a job, we have placed special emphasis on developing our students as a human resource. As we travel around the country following up on our graduates, we continually receive feedback on their positive attitude, work ethic, and pride in what they are doing. This is not a coincidence. We work hard to instill these characteristics in our students. (Currently, we have placed our graduates in 16 of the 24 en route centers operated by the FAA in the U.S. and its territories.)

- Special emphasis is placed on team building. In fact, team building is taught in all phases of our curriculum starting in the first weeks of the program. Students must solve problems by forming teams and working in those teams to develop solutions to the problems. Near the end of the program students are evaluated while working in our

simulation lab on highly complex air traffic scenarios. In this setting they are working as a team and a satisfactory team score is required to complete the course and the program.

RESEARCH AND DEVELOPMENT

- We developed the specifications and purchased the first highly functional ATC en route simulation system and configured it into a 16 position mock-up en route facility. To our knowledge, this is the most sophisticated training facility in the world. At this time the FAA was not using simulation in the training of ATC developmentals.

- Over the past two years we have invited several groups of FAA personnel to evaluate our ATC simulators. This has resulted in several major upgrades to our system. We have increased its functionality and fidelity. As a result, the FAA has had the benefit of an R & D effort which has yielded adequate results for them to prepare a large scale procurement for this type of equipment.

AIR TRAFFIC CONTROL
★
TRAINING CENTER
★
Minnesota
Technical
College
System

Air Traffic Control Training Center Mission Statement

The Minnesota Air Traffic Control Training Center is demonstrating that a collegiate system in collaboration with the FAA utilizing state-of-the-art technology and innovative instructional techniques can cost effectively attract, pre-screen and train high quality ATC developmentals who are achieving "FPL" status with the FAA.

Minnesota
Technical
College
System

History

- October 1989 - Congressional Action established the MARC Air Traffic Control Training Project
- FY90 Funding - $3.4 Million
- Summer 1990 - Staff and faculty hired
- FY91 Funding - $3.25 Million
- January 1991 - First class begins with 32 students
- June 1991 - Graduated charter class, 29 graduates with 26 hired at Minneapolis en route center, Farmington, MN
- July 1991 - Prototype class begins with 31 students
- December 1991 - Graduated 27 prototype students with 20 students being hired at Minneapolis en route center, Farmington, MN.
  2 hired and 3 awaiting hire dates at Oakland Center
- FY92 Funding - $2.0 Million
- January 1992 - Enrolled 32 students
- April 1992 - Enrolled 32 students
- June 1992 - Graduated 27 students, 24 hired
- July 1992 - Enrolled 32 students
- September 1992 - Graduated 28 students, 24 hired
- October 1992 - Enrolled 22 students
- December 1992 - Graduated 20 students, 19 hired
- March 1993 - Graduated 17 students, all awaiting hire dates
- FY93 Funding - $2.0 Million
- April 1993 - Enrolled 32 students

AIR TRAFFIC CONTROL
Minnesota Technical College System
TRAINING CENTER

Scope of Project

- Develop and deliver a new and innovative collegiate alternative to the FAA academy
- Provide direct to facility placement
- Provide a research setting where training innovations/alternatives can be tested
- Focus curriculum on en route training
- Assist the FAA with meeting their hiring objectives by emphasizing the recruitment of minorities and women

AIR TRAFFIC CONTROL TRAINING CENTER
Minnesota Technical College System

Tasks

Project to "research, propose, develop, and validate an innovative, prototype curriculum encompassing the knowledge, skills, and abilities required of the Air Traffic Control (ATC) occupational field."

1. Develop a research plan
2. Review ATC training literature
3. Develop curriculum
4. Develop instructional design materials
5. Develop and test assessment instruments (aptitude ATC)
6. Develop and test assessment instruments (competency/completers)
7. Conduct a program requirement analysis
8. Conduct prototype ATC training program
9. Provide curriculum documentation to FAA
10. Conduct studies to validate that program is meeting its requirements
11. Perform cost/benefit analysis of program
12. Provide periodic reports as called for in statement of work
13. Recruit/select students
14. Establish tracking system for student applicants
15. Establish tracking system for students
16. Establish tracking system for graduates

AIR TRAFFIC CONTROL TRAINING CENTER
Minnesota Technical College System

Plan

1. Develop research plan
2. Establish ATCTC administrative structure, policies, and support
3. Establish ATCTC staff job descriptions
4. Recruit/hire ATCTC staff
5. Design, remodel, and equip facility
6. Develop student recruitment plan
7. Implement student recruitment plan
8. Inservice ATCTC staff
9. Develop curriculum and instructional materials
10. Let contracts for assessment instrument development
11. Pilot ATC training program
12. Revise ATC program
13. Conduct assessment research
14. Test assessment instruments
15. Modify assessment instruments
16. Fine tune ATC training program and assessment instruments
17. Present findings

Air Traffic Control Training Center
Minnesota Technical College System

Entry Requirements

- All students must be United States Citizens
- Under the age of 30
- Possess a two- or four-year degree, diploma, or certificate
- Have an aviation related course if their degree is not aviation-related
- Pass a Class II air traffic control physical
- Meet air traffic control vision requirements
- Pass a background security check
- Have an interview with a member of the student services staff

Graduation and FAA Hiring Requirements

- Meet stated criteria to pass each course of the program
- Pass FAA paid physical
- Pass FAA generated security check

Employment Status At En Route Centers

- 114 students hired
  - 6 Atlanta Center
  - 4 Anchorage Center
  - 11 Denver Center
  - 46 Farmington Center
  - 2 Fort Worth Center
  - 5 Indianapolis Center
  - 14 Kansas City Center
  - 3 Memphis Center
  - 2 New York Center
  - 20 Oakland Center
  - 1 Washington D.C. Center

- 21 students awaiting hire date
  - 2 Anchorage Center
  - 1 Denver Center
  - 3 Fort Worth Center
  - 4 Honolulu Center
  - 1 Jacksonville Center
  - 3 Los Angeles Center
  - 3 Oakland Center
  - 3 Salt Lake City Center
  - 1 San Juan Center

- 4 students left FAA ATC position after employment
  - 1 training failure at Farmington Center
  - 1 reassignment at Farmington Center
  - 1 resignation at Farmington Center
  - 1 resignation at Kansas City Center

AIR TRAFFIC CONTROL ★ TRAINING CENTER ★
Minnesota Technical College System

ATCOACH Simulator

PRESENT CAPABILITIES

- Fully dynamic 16 radar and assistant radar positions with pseudo pilot and/or voice recognition & digitized response system
- Four fully integrated instructor positions
- Simulate en route and terminal radar environment
- Individual stand alone and/or network capability
- NETWORK:
    - ARTCC to ARTCC
    - ARTCC to TERMINAL
    - TERMINAL to TERMINAL
    - SECTOR to SECTOR
- Traffic management modeling
- Airspace modeling
- Special program modeling (Military & Oceanic)
- Radar scenario building
- Complete communication configuration

POTENTIAL CAPABILITIES

- Modeling the new AAS system

AIR TRAFFIC CONTROL ★ TRAINING CENTER ★
Minnesota
Technical
College
System

Advanced Technology Classroom (ATC)

PRESENT CAPABILITES

- Fully automated 32 position student classroom
- BARCO 800 graphic projection on 5'X7' screen
- ATCOACH radar simulation playback capable
- Multimedia presentations
- Student interactive response system
- Computer testing and grading
- Satellite receiver

POTENTIAL CAPABILITIES

- Remote presentations to off-site campuses
- Computer based and interactive video instruction

Computer Based Instruction Lab

PRESENT

- MS Windows based system for ease and versatility of student use
- Eight networked student work stations, 386/25s with 20 megabytes of memory, super VGA graphics on a 486/25 DX dedicated server
- CBI lessons on:
    - The ICAO phonetic alphabet
    - Phraseology
    - Three-letter location identifiers inside ATCTC airspace
    - The basic ATCTC map covering airspace, NAVAIDS, airways, distances, and time and distance problems as a practical application of the map
    - The Advanced map intersections and time and distance problems
    - Radar Assistant keyboard operation
    - Airspace reclassification and fundamentals
- Part-task training vectoring exercises
- Word Processing
- Learning Resource Center information catalog and checkout tracking system

AIR TRAFFIC CONTROL TRAINING CENTER
Minnesota Technical College System

Computer Based Instruction Lab
- cont -

- VCRs playing through the computer and displayed on the monitor, in a windows or full screen
    - Running the VCR through the computer allows the capture and conversion of any frame for use in CBI lessons where graphics and animation can be overlaid on the captured picture
- CD-ROM, accessible by any student work station

CAPABILITIES

- Audio in all lessons
- Speech recognition
- Extensive digital overlay and animation
- Interactive video utilizing CD-ROM, computer controlled VCR, or videodisc
- Computer managed instruction capable of storing extensive data on each student's progress, test scores, pre- and post-testing
- Computer to video format for off-site VCR presentations and demonstrations

AIR TRAFFIC CONTROL ★ TRAINING CENTER ★
Minnesota
Technical
College
System

Mr. CARR. Well, thank you for your testimony. We are delighted to have you here.

I was just looking at a map, trying to figure out where you are located, and it appears that it is probably off the map that I have.

Mr. POINTER. West suburbs of Minneapolis.

Mr. CARR. Mr. Wolf, do you have any questions?

Mr. WOLF. I have no questions.

Mr. CARR. Okay. Mr. Sabo.

Mr. SABO. What is your current relationship with FAA on getting people placed who are going through that program. We have had ongoing problems it seems.

Mr. POINTER. From a relationship standpoint, it is very, very good. They speak very positively about us and are very cooperative.

Mr. SABO. Just so we are clear, quality of your graduates, quality of your program, there is no problem with?

Mr. POINTER. No problem. The issue we have primarily is one in terms of planning; it seems that we don't get—we are in a position to enroll students based on a perceived need of the FAA. We don't seem to be getting any long-term handle on what that is.

Placement issues—while there are no guarantees that our students will be hired by the FAA, they verbally commit to picking up our students. But we graduated a class of students in March, for instance. Those students have even been told where they are going to work, but they have not been told when they are going to go to work; and these people are 27-, 28-year-old people, many of them single parents.

Many of them came to Minneapolis at their own expense from somewhere else in the country and many have moved to Los Angeles or Kansas City or wherever they are going to be placed and now are just sitting there awaiting an assignment date; and we don't know when that is. And I think that is rather tragic from their point of view, and for the project it is not healthy.

I would like to see them simply plan a little further ahead and make firmer commitments when the students get out of the program, right, to go to work. And that is primarily the difficulty we are having with it, just one of having them think ahead and work ahead with us so that we don't seem to be behind the curve all the time.

Mr. SABO. My understanding is that in terms of curriculum and training the FAA is looking at your program as really a model for what they can do in other places in terms of training potential controllers.

Mr. POINTER. Well, that is our perception. They have not used simulation in their training, particularly in their on-site training. We have hosted a number of groups and project people with the FAA who are looking at now spec'ing a simulation system for the agency. The Academy, when we started, had a nine-week screening program. They have abolished that. They have moved to a short term—I think a five-day or three-day, depending on who you talk to, screen; and they are in the process of implementing a training program which is six months in length and is very, very close to the program we have in place.

We think we have been very influential in that.

Mr. SABO. Thank you.

Mr. Carr. How many graduates—what is your capacity to graduate people on an annual basis?

Mr. Pointer. Current staffing, we can take in 128 people annually, and we estimate we would graduate about 100 of those. We are working at half-capacity right now by request of the FAA.

Mr. Carr. They tell us that they are going to only hire about 300 people in each of the next two years.

Mr. Pointer. They have been giving us the same information.

Mr. Carr. That is also in the background that there may be a removal of the ban to hire former Patco workers. Would you be involved in the retraining of those?

Mr. Pointer. We certainly feel like we would in a position to be. It would be up to the FAA if they wanted us to.

We have got a very unique setting where we are in terms of having a very high-fidelity simulation where we can literally recreate a terminal radar environment. We have been working with the FAA in trying to identify projects we can take on. We don't want to reduce staff. Our staff was hired from all over the country. Even though we are running at half capacity, we have lost a couple of faculty for personal reasons, and we have not elected to replace them. But we can't afford to lay people off, because we can't get them back and retrain them.

So we are looking for other ways to utilize our staff during this—what we understand to be a temporary downturn in the need within the Agency.

Mr. Carr. If there are no other questions, thank you very much, Mr. Pointer.

Mr. Pointer. Thank you.

Thursday, May 6, 1993.

KAVOURAS, INC.

WITNESS

MICHAEL EDWARDS, MANAGER, GOVERNMENT SYSTEMS DIVISION, KAVOURAS, INC.

Mr. Carr. Mr. Sabo.

Mr. Sabo. Again. Thank you, Mr. Chairman. And it is my pleasure to introduce to you Mr. Mike Edwards of Kavouras, Inc., whose company is the principal supplier of color weather graphic terminals and has been involved with the dissemination of weather data to the FAA's automated flight service stations for nearly a decade, and Kavouras currently serves 49 of 61 AFSS locations.

Welcome to the committee, Mike.

Mr. Edwards. Thank you.

Good morning, Mr. Chairman.

Mr. Carr. Good morning.

Mr. Edwards. I have submitted my testimony for the record as well. I would like to make a brief synopsis so that I can be open for questions at the end of the program here.

We have been supplying color weather graphics to the FAA over the last decade to approximately 49 of the 61 AFSS or automated flight service station locations that are out there. During this period of time, that procurement has basically been on a regional basis with piecemeal acquisitions done to bring it up to the current level that they are at in the supply of those terminals.

At the present time, there are approximately 800 terminals that are out there with a need for another 700 to complete the full consolidation as flight service stations are continuing to close. The problems that they are running into at the present time is, as the consolidations continue on, their ability to go out and acquire additional terminals on a regional basis can't happen anymore because they have just run out of funds.

Basic acquisitions have been coming out of their operations budgets, and as a result of that, the operations budgets have been stretched and stretched beyond the point where the acquisition of the terminals just cannot continue.

What we are asking for is support, either on a regional basis to continue funding this interim program, or the possible funding of a national program from Washington, to either take care of their data services or acquire a new national program. Their budget has been stretched to the limits.

We have to give credit to all nine regions of the FAA. They have piecemealed an effective interim program together, and as I said, they reached that crossroad.

Right now, this is an $8 million investment. If we are going to take a look at a new national program, we feel, from a business opportunity point of view that that $8 million investment out there must be looked at and examined before any new national program would be accepted.

One of the facilities wrote a letter that I just recently received from Wichita, and the gentleman there said, Now is the time, I realized, what careful analysis our budget needs. This may be the opportunity to save, but do so with caution. We have equipment. Their directional finder might run at full capacity and is very labor intensive and unreliable. When they fail, they are gone and there is no backup in data to use until the equipment is returned to service. All previous data is lost.

At least with weather graphics, there has not been a total failure. We might lose a satellite downlink, but there has always been a telephone backup. If the equipment fails and one or two positions fail, we always have 14 other positions working. This is the only piece of equipment since teletype which allows us to use the data and can continue in service. With all of our other equipment, when the equipment fails, service is terminated.

In this particular case, it is shown that the color weather graphics services are vital to briefing of the general aviation pilot out there. The FAA has challenged private industry, and we have accepted that challenge to develop at our own cost and our own R&D dollars solutions to problems that we feel should be offered to the Agency; and they have responded, saying that they would be happy to take a look at these.

We have done these scenarios. One was the congressional funding of the DBS service several years ago, the direct broadcast service of vital radar data. And at the present time, the flight service station specialist has at his hands the capability to access any one of 100-plus radars and have it on his screen within a two-minute period of time. Prior to this, he was doing it by hand and it took him anywhere from 20 to 40 minutes to have a radar picture up on the screen.

We are able to show the Agency that we have a cost-effective alternative solution and we are able to provide them very critical data at a much faster rate.

As we transition into the next radar area, the next generation radar that is replacing the radar that is out there, they also are going to be able to receive that data on a near real-time basis at a substantial cost savings, an NDI solution again that we helped develop.

As we take a step further, we also realize that the flight service specialist out there has one major objective to do and that is to brief the pilot. He shouldn't be sitting there drawing graphics. We proposed a program to the Agency which we call flight precaution graphics. These are graphics that are passed on to the pilots, telling them about hazardous weather that might be in the area. On occasion—not on occasion, it usually works out to an eight-hour program per day over a 24-hour period where they detail a person to draw those locally; we have shown through cost-saving alternatives that we at Kavouras could do that much cheaper and put those people back into the act of briefing pilots on positions where they need to be when the weather is bad.

We don't need to have them drawing graphics. We need them to be to the phone briefing pilots that are calling in to find out "Where am I going to go?"

We have an alternative solution to that, and we would propose that the committee look at that and allow funding for that program. It is a small amount. The savings reflect back on the bottom line for personnel use.

We also reach a point where they feel that the piecemeal issue of the color weather graphics system out there needs to be looked at on a national basis. With the cooperation of these systems, Kavouras and E-Systems have developed a solution to that as well where we take into account Model 1 full capacity, which is the system that is having supportability issues tagged to it in the next couple of years. And along with color weather graphics, we have combined both units into one system, and we feel that we can come up with an additional 40 percent savings over the current program dollars that the Agency has put on their books and their capital investment program.

We are asking that the committee encourage the Agency to look at that NDI solution as they encouraged private industry to come up with that solution as a possible alternative. We also realize if that alternative isn't acceptable to the Agency to implement for our national program, we would like you to support their ability to come forth with a plan that takes into account their $8 million in investment that they have in place and come forth with a plan with full support and take a look at how they would acquire a national program.

If you have any questions, that is my synopsis.

Mr. CARR. Thank you very much for your help. Mr. Wolf, just a comment, shouldn't you be sitting down with the FAA and talking to them personally? Isn't that what you should be doing?

Mr. EDWARDS. We have.

[The prepared statement of Mr. Edwards follows:]

TESTIMONY OF

KAVOURAS INC.

TO THE

HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

SUBMITTED BY MIKE EDWARDS

MAY 4, 1993

Mr. Chairman, members of the Appropriation Subcommittee on Transportation. My name is Mike Edwards, Manager of Government Systems for Kavouras Inc. of Minneapolis, Minnesota.

The purpose of my comments will be to help Congress and the FAA resolve problems with modernizing the national air space in the face of budgetary limitations and advancing technology. My focus will be on three areas:

1. The need to provide weather information and flight precaution graphics to Automated Flight Service Stations (AFSSs).
2. Integration of new WSR-88D (NEXRAD) data into the AFSS and ARTCC systems.
3. Implementation of Model 2 full capacity systems.

FAA Automated Flight Service Station Weather Graphics Systems

As a principal supplier of color weather graphics terminals, meteorological imagery, and information to both private and government entities, Kavouras has been involved with the dissemination of critical weather data to the Federal Aviation Administration's automated flight service station (AFSS) program for nearly a decade. Either through open, competitive procurement or through GSA procurement of Kavouras display equipment and data services, Kavouras currently serves 49 of 61 AFSS locations. The initial and ongoing procurement process has been largely a regional initiative, originally thought to be an "interim solution" to the AFSS need for weather graphics/data.

Over that period, several attempts at a national procurement program have been undertaken. Because the procurement processes within the FAA are so protracted, technological advancements oftentimes outstrip original design, thereby making systems obsolete long before they can be fielded for operational use. As a result, the agency enters a never-ending battle by a continued procurement of often obsolete and outmoded technology that cannot keep pace with the ever-changing NAS program as originally outlined by the FAA.

At the present time, the FAA has over 800 Kavouras graphics terminals in operation. A projected 700-plus terminals will be needed to complete the AFSS implementation program. Clearly, we are halfway there. With the current investment by the FAA of over 8 million dollars in Kavouras color weather graphics terminals, the suggestion that we abandon this functioning network in favor of a new start-from-scratch national procurement would be counterproductive to good business practice. That's like throwing the baby out with the bath water. The current Kavouras system architecture allows for pre-planned product upgrades at zero risk and at a fraction of the cost of developing an entirely new, unproven system.

With the current color weather graphics weather system, the agency has at hand the solid foundation for completion of what is considered the ideal -- and that is a technologically refreshed Model 2 FSAS. This upgraded system, in effect, replaces the current Model 1 Full Capacity system and the current weather graphics system with a single ... if you will ... national system, while saving and utilizing over $75 million of existing government investment (GFE) in graphics hardware and automation software to accomplish this purpose.

If the government chooses to so upgrade the existing systems, several benefits accrue. The advanced AFSS system with integrated weather graphics, VISTA FliteNet, is capable of field implementation in calendar year 1993. This year! The upstream upgrades at the FSDPS and the AWP mainframe sites can be available as early as calendar year 1995. And, it is estimated that the fully upgraded system can be acquired for savings of up to 40 percent of the current CIP planning budgets.

But the government seems to be pursuing a contrary approach to acquiring very similar capabilities ... an approach which, in our view, is at risk. The current CIP plan involves the risk of separately specifying, buying, developing and then integrating three individual CIP programs; namely National Weather Display System (43-01), FSAS Computer Replacement (43-04) and OASIS (43-22). Even at the budgeted cost of some $190 million, the new replacement system would not be implemented until the 1997-1998 timeframe at the earliest.

FAA AFSS and WSR-88D (NEXRAD)

Choosing a path of system upgrades places the FAA on line with the latest technology, while protecting a substantial investment already in place. As the private and public sectors enter the inescapable NEXRAD WSR-88D radar era, a lot of concern has been expressed about investments in systems that are compatible with this data. The current Kavouras system allows the interface with NEXRAD WSR-88D data, requiring relatively minor system adjustments. This path is an effective transition into an advanced program on a scale that provides the least disruption to the existing user group by utilizing their current graphic weather display system. The vehicle for this system evolution is known as the Kavouras RADAC Direct Broadcast Satellite Service, or DBS. The original funding of this DBS service by Congress allowed the implementation of radar services to the AFSS on a scale previously unavailable. Now an AFSS briefer has the capability to instantly access any single radar from the NWS nationwide network of C-band and S-band radars through high speed satellite and telephone communications links. This service was provided via telephone line before, which was often disrupted or delayed. The current DBS service provides continuous updates on a near realtime basis.

As the WSR-88D radars are commissioned across the country, Kavouras will be incorporating the data from these new radars into the existing DBS service at Kavouras-equipped AFSS facilities. DBS service will provide realtime single-site access to all WSR-88D radars and national and regional mosaics of NEXRAD reflectivity on a near realtime basis. The data services will be uninterrupted, thus allowing the AFSS to fulfill its mission of providing the general aviation community with accurate and timely weather radar information. Continued funding of this service is paramount to the success of the current and future AFSS program.

FAA AFSS Flight Precaution Graphics

Currently, flight precaution graphics are produced at each AFSS facility. This forces a facility to remove a person from a briefing position to administer the creation of these graphics. This runs contrary to the specific duties AFSS specialists are hired for, and that is to disseminate in a timely manner vital weather information to allow the general aviation pilot the ability to plan and file appropriate flight plan information . This specialist's services are best utilized in a briefing role, not off acting as a graphic artist. All too often, these additional services are required during critical weather disturbances and this person is relegated to an artist graphic station drawing maps instead of performing a key role on the telephone briefing pilots

.

Nearly two and a half years ago Kavouras demonstrated a better, faster and infinitely less expensive alternative to the current on-site graphics generation at AFSS Facilities. The following is an analysis of the color weather graphic display workstation costs incurred at each AFSS location assuming the following:

1. 24-hour day
2. 8 hours perday allocated for graphics administration
3. Hourly rate based on $30,000/2080 hours = $14.42 per hour

AFSS cost per shift

8 hours x $14.42 = $115.36/day
$115.36 x 365 days = $42,106.40/year
$42,106.40 per AFSS x 49 (actual) = $2,063,213.60

Savings:
With Kavouras assuming the area forecast responsibility for 49 AFSS locations, an estimated $1,875,053.60 savings would be realized. As an additional benefit, we would offer a limited number of graphics for selected AFSS locations that provide international flight briefing.

Cost of Kavouras AFSS area forecast graphics: $188,160/year!
Estimated start-up time: 45-60 days after contract approval!

This project, as outlined above, will produce immediate tangible benefits to the FAA, requiring minimal funding during a critical budgetary time.

Model 2 Full Capacity and WSR-88D Data for ARTCC
With the FAA facing imminent integration of the new WSR-88D radar data for the 20 plus air route traffic control centers (ARTCC) throughout the United States, a National Change Proposal (NCP) has been submitted.

Through a previously described program called DBS, Kavouras has offered the FAA a fully developed and operational program that saves nearly 73% of the costs the agency is currently paying. As the current radar network is being terminated and replaced with the new WSR-88D radars, critical radar gaps relating to the weather are apparent at several air route traffic control facilities. These "gaps" leave the airlines at the mercy of their own inadequate on board radar. This places an adverse work load on cockpit crews and has a direct impact on passenger safety. The Air Traffic Control Traffic Management Units (TMU) and Center Weather Service Units (CWSU) must have this data. Protracted acquisitiion programs will not suffice in this mattter when it comes to airline passenger safety. The solution as provided by Kavouras is for immediate implementation and itilizes the GSA ADP schedule as a contract vehicle. In addition, implementation of this industry NDI solution will aid the agency in achieving their 8% target cost reduction in lease communication service costs for fiscal year 94.

Mr. Del Balzo, FAA AXO-1, has encouraged private industry to commit their resources to off-the shelf solutions for FAA needs and has committed the FAA to using those solutions.

Kavouras has responded by developing, in cooperation with E-Systems, the Vista Flitenet solution at no cost to the FAA. The implementation of fault tolerant software is currently underway for the Vista Flitenet and will be fully ready for use in October of this year. The Vista Flitenet is totally compatible with the existing automated system; it integrates weather graphics into the system; it injects the off-the-shelf technologies of personal computers and local area networks; and it requires absolutely no software changes to the Model 1 Full Capacity systems. Prior briefing to FAA personnel had shown that such a solution will save an additional 40% over the current program path that is currently outlined in the present capital investment program.

Mr. Del Balzo and other FAA officials have spoken often in public forums of the "New FAA". An FAA in which there is an atmosphere of cooperation between private industry and the FAA in developing systematic solutions to FAA needs. We applaud this endeavor and hope that our fears are unfounded regarding a fractionalized acquisition approach to flight service automation station replacement. It is our hope that the FAA is on track in acquiring the next generation FSS automation solution as an integrated system from NDI sources. And it is certainly our hope that the solution is implemented in time to avert a serious disruption of safe, reliable air traffic services to the general avition community.

To this end, Kavouras Inc., in cooperation with E-Systems, has stepped forward to meet the challenges set forth by Mr. Del Balzo. We ask that consideration be given to continued funding of the existing interim GWDS program areas and request that the committee explore the incorporation of the FSAS NDI solutions for Honolulu and Puerto Rico AFSS locations.

Capsule Summary

1. FAA projected cost FSAS replacement program, including national graphics:

   $180,000,000 - 220,000,000

   Kavouras-E-Systems NDI solution:

   $100,000,000 - 130,000,000

2. FAA projected cost flight precaution graphics, approximately $2,000,000.

   Kavouras- NDI solution: $175,000 - 225,000

3. FAA program WSR-88D ARTCC implementation cost (WSR-88D reflectivity data) - estimated $4,000,000-6,000,000

   Kavouras NDI solution (WSR-88D reflectivity data) - $850,000.00.

THURSDAY, MAY 6, 1993.

CITY OF CHICAGO CENTRAL AREA CIRCULATOR PROJECT

WITNESS

STEPHEN E. SCHLICKMAN, EXECUTIVE DIRECTOR, CITY OF CHICAGO, ILLINOIS

Mr. CARR. Our next witness is Mr. Schlickman. Why don't we start out with you? We wanted to wait until Chairman Durbin was here, but inasmuch as we have probably 30 some witnesses to go and we will be here until 9:00 at night if we don't get underway, I am sure he won't mind.

Mr. SCHLICKMAN. Can you see this?

Mr. CARR. Yes. Welcome to the committee. Your remarks will be made part of the record in full. We ask you to summarize.

Mr. SCHLICKMAN. Thank you, Mr. Chairman, members of the committee. I am Steve Schlickman, the Executive Director of the City of Chicago Central Area Circulator Project and on behalf of Richard M. Daley, Mayor of the City of Chicago, I would like to thank the committee for your consistent support over the last few years in funding this important project for the city.

I, first, would like to try and orientate you a bit, go over the scope of the project. The project begins with the background understanding that we have this excellent line haul rail service in Chicago that is focused on bringing people from the neighborhoods and the suburbs down to the loop, the central area of the city. North is to your right on this map, west is to the top, and Lake Michigan is on the bottom. This system has been in place for over a hundred years, and it has had this focus of bringing people down to the loop.

The loop is a one-square mile area that was the old business district at the turn of the century. The visions of our fathers back then was to encourage growth for the downtown. It had to have good access, so we now do have this excellent system that feeds people into the loop, but that one square mile has grown to a 6-square-mile area. This new central area that we have effectively goes beyond the reach of the rail terminals that we find in the loop.

The main challenge of this project is to provide a better connection for people who are coming in on this rail system so that they can more easily get to the emerging job centers that are occurring in the corners of the central area. This project is intended to provide that connection through a high capacity light rail system. We believe that this system will be an excellent tool for encouraging continued economic growth for the downtown.

Briefly, the status of the project, we have completed alternative analysis. We are in preliminary engineering which takes the design of this system which is depicted in this graph up to 30 percent of final engineering. The alignments that are shown here were adopted by my board last November and accepted by the mayor. We are on a very aggressive schedule to move forward in preliminary engineering. We have completed 50 percent of that work to date. We are meeting our milestones, and we hope for completion by this fall or early January of next year.

As we reported to you in the past, the financing plan for this project is based on a total construction cost of $590 million in 1990 dollars. It is based on a one-third Federal funding scheme with two-thirds of funding coming from local private sector and State funding sources. The local resource that we have is a commercial real estate tax that is fully supported by the private interests in the downtown. It is providing a regular stream of revenue for bond program.

At the State level we have been receiving regular annual appropriations since 1989, and we expect to seek major construction funding from the State beginning in 1995. For our program next year we intend to enter into final design, move ahead with the purchase of right-of-way property, particularly for our yard site, begin early construction activities on the yard site, as well as advanced utility relocations.

We intend to place the vehicle order. The total cost of this program is about $288 million. Our request to you this year for Federal funding is new funding of $104 million to be combined with prior years appropriations which will all be fully obligated in 1994. That will be in conjunction with another $104 million in new local funding that we will bring to this project.

At this point I would like to comment on our cost benefit analysis, and I would like to compliment the Chairman on the introduction of his new criteria. We believe that that will give structure to an expanded cost benefit analysis that we are engaged in right now at the local level. We are taking our analysis beyond the current FTA criteria. We do have a local community to convince of the merit of this project and feel that an expanded approach is very appropriate. With that, I complete my remarks and welcome any questions.

[The prepared statement of Mr. Schlickman follows:]

City of Chicago

Central Area Circulator Project Testimony

Before the

House Appropriations Committee

Subcommittee on Transportation and Related Agencies

May 6, 1993

Introduction

On behalf of Richard M. Daley, Mayor of the City of Chicago, I wish to express our appreciation for the opportunity to submit testimony to the House Appropriations Subcommittee on Transportation and Related Agencies in support of continued Section 3 New Start appropriations for the City of Chicago's Central Area Circulator project (hereafter referred to as "the Circulator"). I am Stephen E. Schlickman, Executive Director of the project. For the last four years, the subcommittee has been very supportive of our project. We greatly appreciate the assistance that you have provided and will present our case for additional funding in FY 1994.

For FY 1994 we are requesting an earmark of $104.1 million for the Circulator project. To substantiate this request, I will provide a description and status of the project and an explanation of our plans for 1994.

Project Description

The Central Area Circulator is a major transit project to serve Chicago's downtown. It responds to a long-recognized need for improved distribution and circulation of people within Chicago's Central Area. Our Central Area is one of the most successful centers of commerce in the world. It is responsible for about 40 percent of all jobs in the City and contains more than 60 percent of the region's office space. Chicago's Central Area is key to the City's and the State of Illinois' current and future economic growth.

One reason for Chicago's Central Area vitality, at a time when many city cores are in decline, is the vision of civic leaders in the last century, who realized that the key to the business district's growth was effective access to it by transit. Through the implementation of that vision the Chicago region has an extremely effective and comprehensive rail transit service from the suburbs and the City neighborhoods to the Loop, the original one square-mile business district present at the turn-of-the century. This transportation asset is largely responsible for the growth of the Loop district to a six square mile area where over 1 million people each day work, shop, recreate and live.

The tremendous expansion of the Central Area, however, means that walking from place to place within the downtown is no longer a convenient possibility. The myriad of employment, retail, cultural and educational designations in the corners of the Central Area are not effectively served by the line haul rail transit terminals principally located in the

Loop. Furthermore, development now underway downtown but outside the Loop, at Navy Pier, Cityfront Center, McCormick Place and Central Station, for example, will place even greater demands on Chicago's transit system in the years ahead. Regional planning agencies project a substantial growth in trips to and within the Central Area by the year 2010 which will place impossible demands on an already constrained and congested road system. Realizing the full potential of existing major developments and spurring future development is jeopardized by an ineffective, capacity constrained bus transportation system. The vision for the Circulator is to meet the need for better downtown transportation by constructing a high capacity light rail system that will provide an easy to use and reliable transit operation extending the benefits of the existing line-haul rail system to the emerging corners of the greater Central Area. It will also substantially increase the ability of the road system to accommodate more trips through traffic congestion.

A brief description of the preliminary light rail system plan with a system map is attached (Attachment A) for your reference.

Project Status

As reported in testimony last year, the City's selection of a light rail transit improvement for preliminary engineering (PE) design was approved by the Federal Transit Administration in the Spring of 1992. (The executive summary of the Locally Preferred Alternative Report justifying the light rail selection was submitted for the record at that time.) The following provides a brief summary of the project schedule, the status of the PE work, and an update on the financial plan.

Project Schedule

Attachment B summarizes the schedule for the remainder of the project and describes the key PE milestones. Last summer we set the ambitious deadline of September, 30 1994 for PE. PE brings the light rail system up thirth percent of final desing. To date we have accomplished the prescribed milestones through ten percent of final design and expect to meet the twenty percent deadline this June. We have now completed approximately fifty percent of the PE work. There are, however, some risks associated with future milestone dates.

We are considering an adjustment to the Final Environmental Impact Statement schedule and are holding the April draft chapter submissions to FTA. This is to allow the resolution of community concerns and value engineering recommendations regarding the light rail system alignment. If we make the schedule adjustments, under a reasonable risk assessment we expect to complete the PE phase of project within four and a half months of the original schedule. This should not jeopardize the schedule for major work elements we have planned for 1994.

Preliminary Engineering Work

The key work activity of PE is completion of the Final Environment Impact Statement which provides the best information on costs, impact mitigation, and benefits of the project before receiving federal approval for final design and construction. We view this stage more broadly than meeting just the strict requirements of the federal environmental and FTA approval process. When constructed, the Circulator will be introducing a major new presence in Chicago's densely developed downtown. To do that successfully we must develop an approach that incorporates the best light rail design, an effective urban design strategy, and a new traffic management plan into an integrated approach that is molded in conjunction with an extensive community outreach process.

In order to meet that objective, we established a project team that has four major components. First we have an engineering design group lead by a joint venture comprised of two firms, Parsons De Leuw, Inc. and McDonough Associates, Inc. Together they provide the project excellent light rail and Chicago transportation design experience. This team includes a technical advisory/peer review board with national and international light rail expertise. Secondly, we have an urban design group lead by Sasaki Associates, Inc., which was recently responsible for the urban design program for the Dallas light rail transit mall. Thirdly, our community relations effort is lead by two well respected local firms, MK Communications and Julie E. Hamos and Associates. Finally, we have a strong management/oversight group principally staffed through ICF Kaiser Engineers, Inc., Stein & Company, and U.S. Equities, Inc., a joint venture that has substantial rail design and project management experience

We have accomplished a number of major work tasks since the beginning of PE. Last November the Circulator Board of Directors selected the system of alignments for the light rail system. This involved an extensive Central Area community process to address public concerns regarding the alignments and a detailed analysis of the technical pros and cons of various options. Information from both efforts was analyzed by the team with the aid of a sophisticated computerized decision making model.

Subsequently the team proceeded to develop and publish alignment station and track location drawings (see Attachment C example) for community comment. After extensive review, the track and station location plan is currently being adjusted to mitigated community impacts and incorporated into a traffic management and light rail operating plan. The urban design group has inventoried all existing physical conditions along the alignment, determined the urban design opportunities and constraints, developed station location guidelines, and published a framework of urban design principles (see Attachment D).

A key element that is well underway is the vehicle specification. Attachment E depicts a European design of a 70% low floor vehicle which is serving as the basis for our design criteria. The low floor requirement is critical for our system to ensure quick boarding and alighting and full accessibility for the disabled beyond the minimum requirements of the Americans with Disability Act. The concept design depicted on Attachment E should also ensure open competition from a variety of vehicle manufacturer bidders and meeting the objectives of the federal buy America requirements.

We are now proceeding toward the 20% of final design report to the Circulator Board. A description of the work product for this phase is found in Attachment B.

Financial Plan

Two years ago we estimated for the Draft Environmental Impact Statement (DEIS) the capital cost of the project to be $590 million in 1990 dollars. Our 10% of final design report to the Circulator Board of Directors re-estimated the cost at $600 million. Following the cost elements of the DEIS capital budget, substantial adjustments were made in the original estimate to accommodate significant changes in the DEIS concept alignment and to reflect better information on unit costs. We are continuing to refine the capital budget to keep the DEIS cost elements within the $590 million total. We are also considering the addition of a construction reserve cost element that was not in the DEIS and are exploring strategies to minimize its impact on the 1990 dollar estimate. Once that is completed we will reexamine the DEIS escalated capital cost estimate of $750 million.

The operating cost estimate published in the DEIS is being refined and will be in accordance with a new operating plan.

Our capital financial plan is predicated on the DEIS $590 million (1990 $) budget funded one-third by the federal government, one-third by the City of Chicago, and one-third by the State of Illinois. Implementation of this plan has continued to move forward.

At the federal level, you have provided us annual appropriations since FY1990. To date an approximate total of $59 million has been earmarked by Congress for the Circulator project to date. Of that amount approximately $19 million has been granted to the City of Chicago for planning and preliminary engineering work. The remaining $40 million will be obligated by the project in 1994 along with our new funding request of $104.1 million. (See section "FY1994 Funding Need" below for further explanation.) Our ISTEA authorization for 1992 to 1997 is $260 million.

As we reported last year, the Chicago City Council passed a Special Service Area tax levy on commercial real estate to fund the local one-third share of the capital budget. The boundary of the service area is within the City's central area and configured to tax those commercial properties most directly benefiting from the project. The first collection of the tax occurred last August and produced approximately $14 million. By law, when the property tax levy is pledged directly for debt service on a bond issuance, as planned, it is not limited. To the extent that the assessed valuation in the Special Service Area does not grow as projected, the levy can be increased over contemplated levels to meet debt service requirements. This provides the project an extremely stable source of local funding.

The State of Illinois continues to abide by its agreement with the City to fund one-third of the Circulator's capital cost. We have previously explained to the subcommittee that in 1989, the State agreed, through then Governor Jim Thompson in a memorandum of understanding (MOU), to provide $20 million for the design of the Circulator and to fund one-third of the cost of construction, pending the City's and the State's evaluations of the planning and engineering work. The specific language of the MOU is as follows:

> "Recognizing the need to address critical traffic congestion problems affecting Chicago's Central Area, the State will provide an amount equivalent to one-third or not more than $20 million of the cost, of planning and engineering of the Downtown [Circulator] Project over five years concluding with end of State fiscal year 1994. Further, the State will provide one-third of the cost of construction (emphasis added) in the Fiscal Year 1995-99 time period based on both the State's and City's evaluation of the engineering and planning work when it is completed." City/State Memorandum of Understanding, Five Year Chicago Street Program, State Fiscal Years 1990 Through 1994, June 30, 1989, page 2.

Current Governor Jim Edgar has been abiding by this agreement. To date, $14 million has been appropriated by the State for the project. Recently Governor Edgar requested the Illinois General Assembly to appropriate an additional $4 million. By the end of preliminary engineering Mayor Daley will present the results of that work to the Governor and seek agreement on the scope of the project for final design and construction, including a reaffirmation of the State's commitment to fund one-third of the cost of construction.

FY1994 Funding Request

As noted above, we expect to close preliminary engineering and be into final design and construction by the end of this year or early next year. Subsequently in 1994 we need $288.2 million from all sources to cover expenditures and new contracts. It is important to emphasize that the funds are needed to maintain the project schedule. Timing is extremely important. Any delay in funding would suggest a delay in contracting for project activities which in turn would expose capital costs to escalation increases. $288.2 million will fund the following programmed activities for 1994:

> FINAL ENGINEERING: $34.9 MILLION Final engineering will continue throughout the year and continue through 1995, overlapping with major construction activities.
>
> RIGHT-OF-WAY: $35.3 MILLION This includes the purchase of right-of-way and properties for the Riverbank line (blue route), Lake Front line (green route), and the Yard/Shop (see map in Attachment A). The purchases are to take place during the first half of 1994 to accommodate construction site preparation and utility relocation activities.
>
> VEHICLES: $169.4 MILLION Procurement of 66 vehicles is considered a long lead item which will be ready for award soon after federal approval to move into final design and construction in order to avoid delay in the overall project schedule. It is necessary to have full funding of the vehicles in hand to provide the manufacturer with the least amount of financial risk and, thereby, secure a firm contract at the best price.
>
> YARD/SHOP: $43 MILLION Immediately subsequent to the purchase of the yard site, this amount is required for site preparation beginning in the third quarter of 1994 and securing construction contracts for fast-track building of the yard and shop facility.
>
> RIVERBANK AND CROSS LOOP LINES: $5.6 MILLION Final design will be underway and utility relocation requirements will have been identified for the Riverbank line and the Cross Loop line (blue and red routes respectively on map in Attachment A). This is an initial amount, for the relocation of public utilities. These activities involve constructing temporary facilities to maintain utility service and

traffic flow; and removing existing utilities and replacing them in accordance with the LRT system design requirements.

We propose that the $288 million funding requirement be split between available and new funding resources as indicated in the following table:

1994 Funding Requirements ($ in Millions)

Category	Available $	New $			Total
		Federal	Local	State	
Final Engineering	$30.9			$4.0	$34.9
Right-of-Way	$35.3				$35.3
Vehicles	$9.8	$79.8	$79.8		$169.4
Construction					
Yard/Shop		$21.5	$21.5		$43.0
Riverbank/Cross Loop		$2.8	$2.8		$5.6
Total	$76.0[1]	$104.1	$104.1	$4.0	$288.2

[1] Includes $40 million in prior year federal appropriations.

As indicated in the table we are seeking $104.1 million in new federal funding in FY 1994. Combined with prior year appropriations, $144.1 of federal funds will be expended or obligated by the project next year. Though the federal and local funding shares will each exceed one-third of the 1994 funding need, beginning in 1995 State funding is expected to increase per the MOU (discussed above) so that parity of funding resources, as planned, is achieved by the end of the project.

Conclusion

We understand that our funding request of $104.1 million is a substantially large amount vis-a-vis the Administration's total budget request of $657 million for the entire Section 3 New Start program. It, however, does cover project funding needs which we are confident can happen in 1994. We have shown good evidence during preliminary engineering that we are meeting a very ambitious schedule. With sufficient resources coupled to the project's existing drive, we will move this project forward in a manner that achieves Congress' objective of expeditious commitment of federal funding to cost effective projects.

This completes our written testimony. We welcome any questions you may have during our oral presentation to the subcommittee.

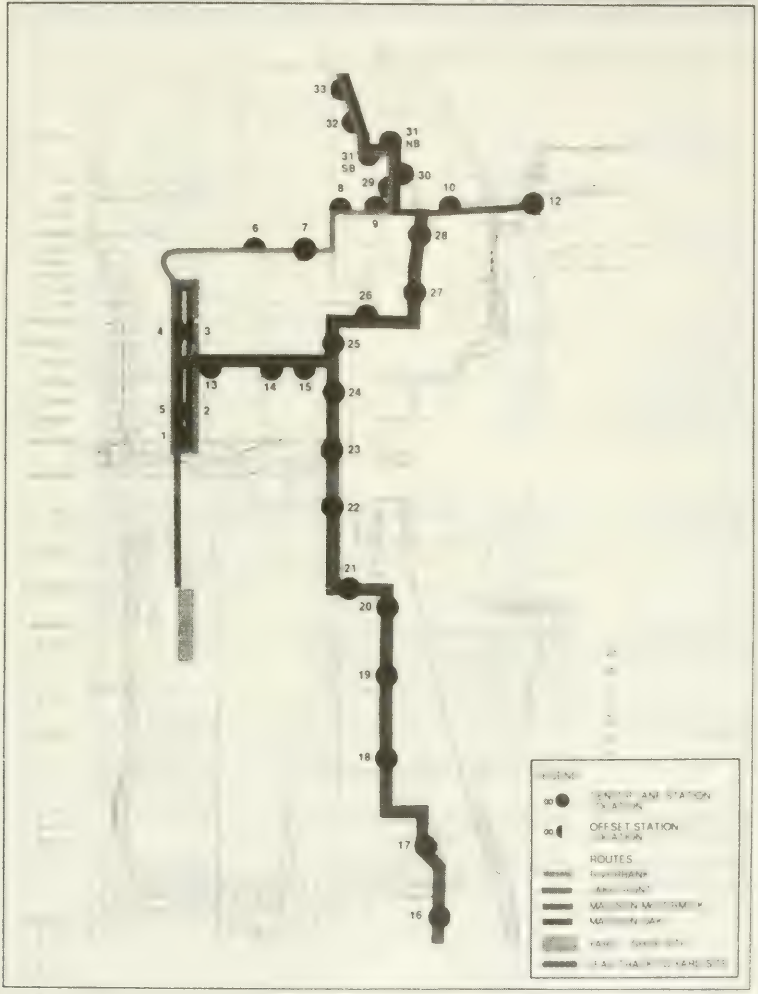
Central Area Circulator Project ATTACHMENT A

SYSTEM SUMMARY

System Overview

OBJECTIVES:	To provide transportation between the major activity centers of the Central Area and the transportation links with the neighborhoods and suburbs of the City. To protect and enhance the physical and social environment of the Central Area. To improve transportation within the Central Area for commuters, tourists, shoppers, and the physically disabled. To promote economic development within the Central Area.
ROUTES:	The Central Area Circulator (CAC) will have four overlapping routes, connecting the following centers of activity:
Lakefront:	● From Navy Pier to just south of McCormick Center, generally running parallel to the lake front.
Riverbank:	● From Central Area northeastern sector to Northwestern Station/Union Station, generally running parallel to the north bank of the east branch of the Chicago River, then parallel to the west bank of the south branch of the Chicago River. This line connects with CTA rapid transit.
Madison-Oak:	● From Central Area northeastern sector to Northwestern Station/Union Station, running parallel to the lake front to Madison, then crossing the Loop on Madison. This line connects with CTA rapid transit.
Madison-McCormick:	● From McCormick Place to Northwestern Station/Union Station, running parallel to the lake front to Madison, then crossing the Loop on Madison. Each of these routes will provide service at 2.5 to 5 minute intervals, during peak periods, and at 5 to 10 minute intervals, during off-peak periods.
CHALLENGE:	To increase the total movement of people within the Central Area, while decreasing vehicle congestion.
OPPORTUNITIES:	To improve access to offices and businesses within the Central Area. To slow the growth of demand for parking in the Central Area. To improve the downtown streetscape with a quality pedestrian environment.

ADOPTED SYSTEMS / PRELIMINARY STATIONS



ALIGNMENT

Summary of Major Full-Build LRT Characteristics

Facilities

Length of Track	Total	17.0 miles
	Grade-separated	1.0 miles
	Reserved street lanes	16.0 miles
Track Width	Two-way	24 to 36 feet
Stations	2-way stops	25
	1-way stops	8
Station Size	Length Width	180 feet 10 to 12 feet
LRT Vehicles	186-passenger capacity, 70% low floor	66 vehicles
LRT Maintenance and Storage Facility	13 acres capacity	13 acres 75 + vehicles
Fare Collection		Proof-of-Payment

Operations

Headways	Peak hours (A.M. and P.M.)	2½-5 minutes
	Mid-day	5-10
	Evening, Weekend	10-20
Potential Routes (weekday peak hour)	West Loop/Riverbank/North Michigan West Loop/Loop/North Michigan McCormick Place/Loop/Navy Pier McCormick Place/Loop/West Loop	4 total
Vehicle-Miles of Service	LRT (in 2010)	6,300 veh. miles/year
	Buses (within Central Area in 2010)	21,600 veh. miles/year
Average Travel Time (peak period)	Include walk access and wait time	18 minutes
Average Weekday Riders on LRT	Passenger boardings (year 2010)	120,000 pass. trips/day

ALIGNMENT

LRT Capacity and Labor Unit Requirements

	BUS	LRT[1]
Type of Vehicle	articulated	double articulated
Capacity of Vehicle (persons)	75	186
Vehicles per Train	1	2
Capacity per Train	75	372
Cycle Length (seconds)	75	75
Maximum Train per Cycle per Direction	2	1
Total Trains per Hour per Direction	96	48
Capacity per Hour per Direction	7,200	17,856
Operators per Train per Direction	1	1
Operators per Hour per Direction	96	48
Capacity per Operator per Direction	75	372
Operators required per Direction at:		
5,000 persons per hour	66	13
10,000 persons per hour	133	27

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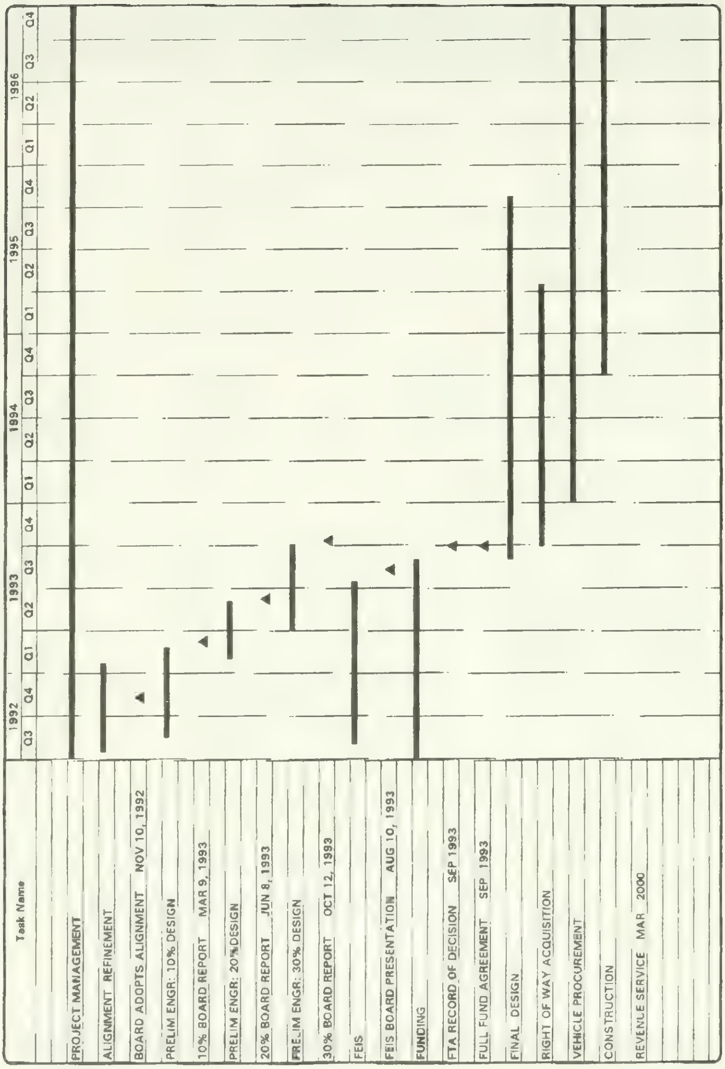
[1] LRT vehicle standing room capacity calculated at the rate of 4 persons per square meter

ATTACHMENT B

CENTRAL AREA CIRCULATOR PROJECT
MASTER SCHEDULE



CHICAGO PARTNERS - PROJECT MANAGEMENT CONSULTANTS
MARCH 19, 1993

Central Area Circulator Project

ATTACHMENT B

SCHEDULE

Descriptions of Milestones

GENERAL The project is divided into three major milestones corresponding to phases in preliminary engineering: 10%; 20%; and 30%. Each of these phases will be accompanied by an engineer's report that summarizes conditions at each milestone level. The 10% report is directed toward defining major project issues. The 20% report will describe issue resolution and remaining or new issues. The 30% report will describe issue resolution and the final product of preliminary engineering. Each phase will be accompanied by a project cost estimate.

10% P.E. This phase will define the placement of track and stations within the alignments selected. It will also define the street system that will be tested to develop the Traffic Management Plan.

Track & Station	-	Preliminary location.
Systems	-	Information for Criteria. No application.
Yard & Shop	-	Preliminary layout.
Operating Plan	-	Basic concept for testing.
Traffic	-	Definition of Street System.
Urban Design	-	Concepts for areas of the system.
Capital Cost Estimate	-	Update in 1990 $.
Operating Cost Estimate	-	None.

20% P.E. This phase will resolve alignment and station issues and fix the alignment within the streets. It will also include a program for implementation of the system that defines schedule and contract packaging. The traffic management information will define the street conditions and the training operating plan will be defined.

Track & Stations	-	Final location and mathematized.
Systems	-	All systems defined and preliminary applications completed.
Yard & Shop	-	Final configuration defined and shop facilities defined.
Operating Plan	-	Complete to allow preliminary estimate of operating costs.
Traffic	-	Management Plan defined.
Urban Design	-	Area specific design concepts defined.
Vehicles	-	Preliminary performance specification completed for industry review.
Capital Cost Estimate	-	Update including inflation based on construction schedule.

Central Area Circulator Project

ATTACHMENT B

SCHEDULE

30% P.E. This phase will complete all remaining preliminary engineering work and the FEIS. It will define the project costs for the defined buildout schedule.

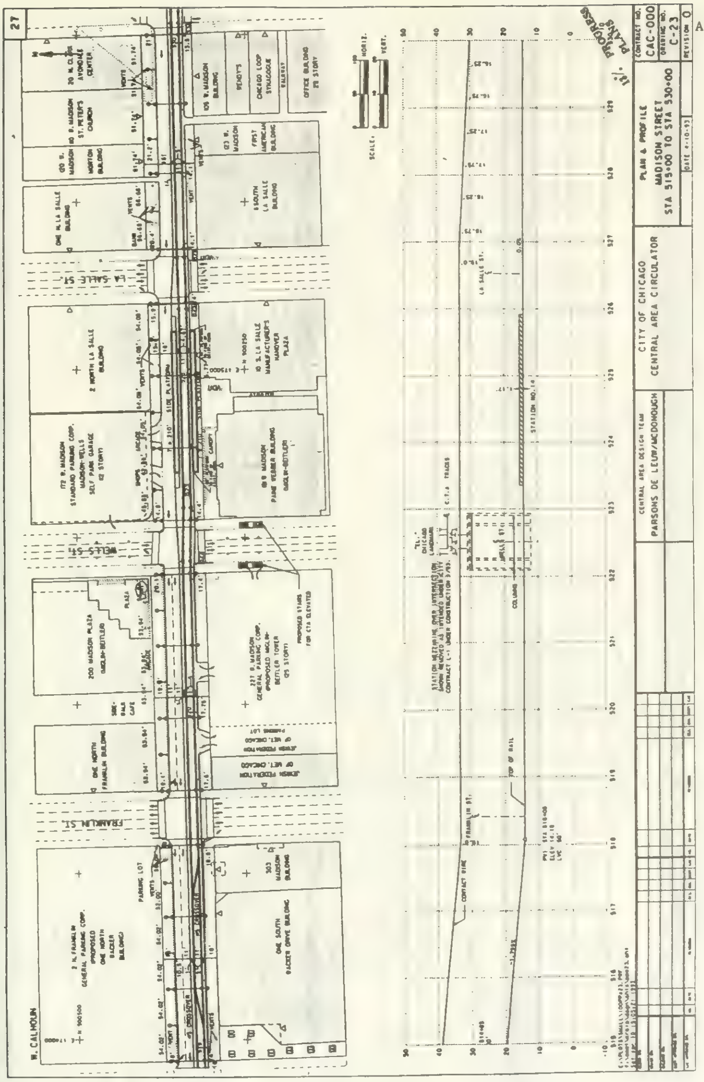
Track & Stations	-	Complete P.E.
Systems	-	Applied to system and performance specification outlines complete.
Yard & Shop	-	Complete P.E.
Operating Plan	-	Complete for 20% and 1st year of operation. This will include definition of operating entity.
Traffic	-	Traffic Management Plan complete.
Vehicles	-	Complete performance specification.
Capital Cost Estimates	-	Complete including annual requirements based on buildout schedule.
Operating Cost Estimate	-	Complete for 20% and 1st year of operation.

FEIS The Federal Transit Administration (FTA) requires completion of the Final Environmental Impact Statement (FEIS) before entering into a Full Funding Grant Agreement (FFGA). The FEIS documents and demonstrates that comprehensive consideration has been paid to the present and future effects of the project in terms of the natural environment, the community, financial impact and alternatives to the present plan. The process for completing the FEIS includes submitting, for FTA review, a draft of each chapter of the document according to the following schedule:

December 1992:	FEIS and Environmental Analysis Work Program FEIS Report Outline Ridership Methodology Report
April 1993:	Submit drafts to FTA Purpose and Need (Chapter 1) Alternatives Considered (Chapter 2) Affected Environment (Chapter 3) Response to Comments (Chapter 7) Section 106 Review (Chapter 8) Section 4(f) Statement (Chapter 9)
May 1993:	Transportation Impacts (Chapter 4) Environmental Consequences
June 1993:	Evaluation of Alternatives/Financial (Chapter 6)
July 1993:	Submit Complete FEIS (including comments/revisions from FTA review of drafts)

FULL FUNDING AGREEMENT The FTA must complete a Record of Decision on the FEIS before executing a FFGA. However, negotiations and paperwork for the FFGA may begin as early as June or July of 1993, so that a Record of Decision and FFGA may both occur in September.

ATTACHMENT C


CITY OF CHICAGO
CENTRAL AREA CIRCULATOR
CENTRAL AREA DESIGN TEAM
PARSONS DE LEUW/McDONOUGH
PLAN & PROFILE
MADISON STREET
STA 515+00 TO STA 530+00
CONTRACT NO. CAC-000
DRAWING NO. C-23
REVISION 0
PROGRESS PLANS
27
LA SALLE ST.
WELLS ST.
FRANKLIN ST.
W. CALHOUN
ONE N. LA SALLE BUILDING
2 NORTH LA SALLE BUILDING
8 SOUTH LA SALLE BUILDING
10 S. LA SALLE MANUFACTURER'S HANOVER PLAZA
120 W. MADISON MORTON BUILDING
110 W. MADISON ST. PETER'S CHURCH
20 N. CLARK AVONDALE CENTER
105 W. MADISON BUILDING
CHICAGO LOOP SYNAGOGUE
FIRST AMERICAN BUILDING
OFFICE BUILDING 23 STORY
172 W. MADISON STANDARD PARKING CORP. MADISON-WELLS SELF PARK GARAGE (2 STORY)
180 W. MADISON PAINE WEBBER BUILDING
200 MADISON PLAZA
227 W. MADISON GENERAL PARKING CORP. (PROPOSED HOLAB-BEITLER TOWER)
PROPOSED STAIRS FOR CTA ELEVATED
ONE NORTH FRANKLIN BUILDING
JEWISH FEDERATION OF MET. CHICAGO
PARKING LOT
2 N. FRANKLIN GENERAL PARKING CORP. (PROPOSED ONE NORTH WACKER BUILDING)
303 MADISON BUILDING
ONE SOUTH WACKER DRIVE BUILDING
SIDE PLATFORM
STATION NO. 14
TOP OF RAIL
CONTACT WIRE
C.T.A. TRACKS
"EL" CHICAGO LANDMARK
COLUMNS
SCALE: HORIZ. VERT.

ATTACHMENT D

DESIGN PRINCIPLES

PRINCIPLES

- The Priority: light rail transit and pedestrians first
- Light Rail Transit is a 'continuous ribbon'
- Respect the districts, neighborhoods and corridors
- Continuity of edges are critical (building edge, curb line, trackway)
- Recognize orientation points and special places

LIGHT RAIL TRANSIT

CONTINUITY

'Continuous Ribbon'
Establish a clear identity through the repetition and uniformity of:

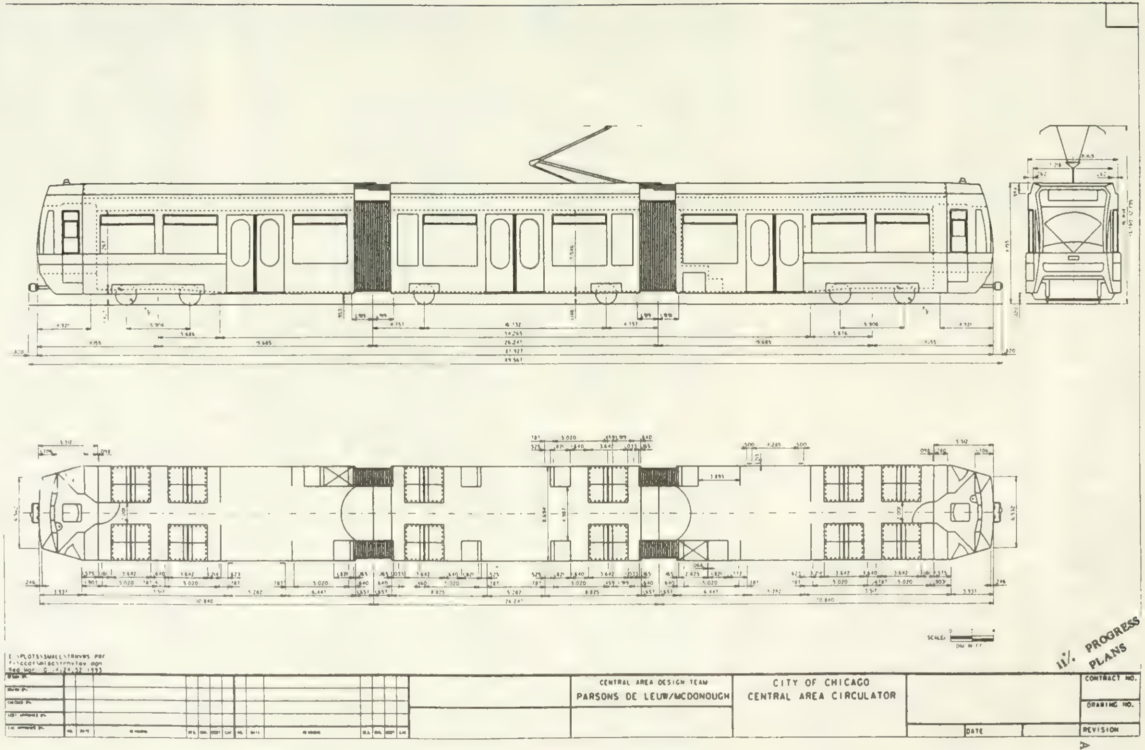
- LRT vechicle
- OCS Poles and support configuration system
- Trackway edge delineation
- Shelter system
- Signalization and control systems
- Signage (regulatory, informational, directional)

DISTRICTS	WEST LOOP		RIVER NORTH		STREETERVILLE/ NORTH MICHIGAN		EAST LOOP		LOOP			NEAR SOUTH	
CORRIDORS	**Canal/Clinton**	**Milwaukee/ Kinzie** (west of bridge)	**Kinzie** (east of bridge)	**State/Grand** (Grand to Kinzie) (State to N. Michigan)	**Grand/Columbus** (North Michigan to Navy Pier)	**St. Clair/ Superior/Rush**	**Columbus** (south of river)	**Randolph** (Michigan to Columbus)	**Randolph** (State to Michigan)	**State** (Randolph to Congress)	**Madison** (Madison Bridge to State)	**State** (Congress to Roosevelt)	**Roosevelt/ Indiana/ Cermak/MLK**
EXISTING LAND USE, ROLE, CHARACTER	Moderate to high density commercial and office use Canal-consistent building edge Clinton-intermittent building edge Rail station hub (Northwestern/ Union) One way pairs/ major collectors Utilitarian in appearance	Abandoned warehouses night clubs office and residential with at grade and overhead rail tracks	Service access and secondary entrance to Merchandise and Apparel Marts, vacant parcels, commercial and office use 'Back of the Riverfront' 'Warehouse District'	Mixed use: Hotel, office, retail Largest property owner A M A , vacant parcels, subway station State - major connector and Grand - primary artery Narrow R O W	High-density residential uses Vacant parcels and Cityfront Center PD NBC Building, Sheraton, Ogden Plaza Wide, heavy, high-speed traffic, primary arteries, link to the Lakefront and Navy Pier	Office, retail, residential and institutional uses Local and service corridors • St. Clair is a fragile environment • Superior crosses Michigan • Rush has a colorful reputation Narrow R O W (66')	Mid-level service corridor to Illinois Center (mixed use), tunnel, infrastructure environment Primary artery • Steel and painted concrete • Artificial lighting	Primary artery; infrastructure environment, Emerge from tunnel into the Loop	Retail, office and institutional uses East/west distributor and service corridor	Retail/ bus transit mall • Concentration of historic buildings • Curvilinear roadway • Wide sidewalks (40') • Historically the heart of Chicago's traditional downtown • Economic decline 70's and 80's	Office and support uses, E/W distributor (pedestrians and vehicles) service corridor • Consistent building edge • 4 lanes of traffic • Wide concrete walks (15') • Vaults/few street trees	Emerging residential, vacant parcels, and police station 'Urban Fringe' Major collector. • Narrow walks • Vaults and subway/ no trees	Mixed use, vacant parcels, McCormick Place, Prairie Avenue Historic District and Central Station 'Urban Fringe' Primary and collector streets: • Boulevard at Central Station
PROPOSED LAND USE, ROLE, CHARACTER **VARIETY**	Emerging mixed-use district Balance between LRT and vehicles 'Gateway' 'Celebrate transit' LRT is a necklace Stations are jewels Incorporate intermediate blocks Reinforce connections to the Loop	Emerging entertainment and residential district Aerial crossing Respect the 'tradition' of bridges Embody technology form material and composition	Emerging mixed-use, seam between high density and medium density development 'Front door Balance between LRT pedestrians and vehicles Establish setting for private investment Promenade linking the River and State Street Industrial warehouse expression	Office, hotel, retail Intersection of Grand as a gateway and State as N/S datum	Cityfront Center - high density commercial and residential development Establish setting for private investment Balance between LRT and vehicles Columbus Urban Boulevard' • Wide paved median Grand 'Promenade' to the Lakefront and Navy Pier, Greenway	Emerging second tier commercial with institutional uses 'Limited' access service, emergency and local traffic, discourage through traffic Provides relief from Michigan, lingering in cafes Preserve the pedestrian 'realm' and increase the 'perceived' realm	Front door to Illinois Center via LRT • Attractive and accessible building entrances • Arcaded with a raised median • Environmental architecture and art • Rich paving, special lighting	Primary artery with LRT Transition between the 'tunnel' and the 'Loop' 'Urban Boulevard' with a raised median	'Gateway to the Loop' for commuters Emphasis on LRT and pedestrians with local and service traffic Extension of State Street expression	Re-establish as the 'heart' of a retail and cultural/ institutional district - 'Great Street' • Straighten the street • Return auto traffic • Feature building facades and store fronts • 'Attractive people place' • Street Trees • Historic recall	'Address Street" 'Great Street' Emphasis on LRT and pedestrian Maintain local and service access LRT thoroughfare and pedestrian promenade • Intermediate paving materials • Double row of trees	Residential 'neighborhood' with cultural/ institutional uses Establish setting for private investment 'Transition between State Street 'Loop' and 'Civic boulevards' 'Urban boulevard'	Residential, arts and historic district and convention center with strong connections to the Lakefront Re-establish the tradition of civic boulevards • Wide grass median • Broad curbs • Lawn extension w/ street trees • Modest materials
THEME	'Transit Gateway'	[illegible]	[illegible]	[illegible]	'Promenade to the Pier'	'Pedestrian Way'	'Arcaded Thoroughfare'	'Urban Boulevard'	[illegible]	'The Heart'	[illegible]	'Urban boulevard'	'Civic Boulevard'

CITY OF CHICAGO CENTRAL AREA CIRCULATOR

prepared by Sasaki Associates Inc February 1993

ATTACHMENT E



Mr. CARR. Well, thank you for being here, and before I ask my questions I want to apologize to my good friend and colleague, Dick Durbin. We have about 30 witnesses, and I am going to be here until 9:00 tonight if we didn't move along. I will turn the microphone over to you.

Mr. DURBIN. Thank you, Mr. Chairman. It is my honor now to introduce Steve Schlickman. And ask him to please not repeat his statement, but just to tell him that I have worked with him and the city in previous years and will continue to.

One of the strongest points about this project is not just its value in terms of transportation, but the commitment that has been made by State and local funding sources. It is extraordinary for this committee to have this kind of a project with local and State commitment that we have with the circulator project. We will be working with you, Steve.

Mr. SCHLICKMAN. Thank you.

Mr. CARR. Well, I just want to say, one, a personal note, when I was growing up as a little kid, Chicago was the capital of the world, and it is a city for which I have a lot of personal affection. It is a tremendous town. I also want to compliment you on one line of your testimony that jumps out, and it is on page 2. It is the second to the last paragraph where you apprise the committee of the fact that you have completed 50 percent of your P&E work, but you then state "there are, however, some risks associated with future milestone dates."

I, for one, appreciate that kind of candor. I think that ought to be applauded. We have an enormous number of requests before this committee where everybody is rosy and all things can happen and everything is on time and under cost, and so on and so forth, and it just stretches the credibility and for you to give us straight from the shoulder assessment about what the risks are, we really appreciate that.

Mr. SCHLICKMAN. Thank you, Mr. Chairman.

Mr. CARR. We look forward to working with you about this.

Speaking of the risks, are there any—you say you have a community to convince, can you give us a little more——

Mr. SCHLICKMAN. Sure. We are trying to develop a system that is on the road network for downtown Chicago, and placing two tracks of light rail on existing streets. We have not seen streetcars in downtown Chicago since the 1950s, and a lot has happened since then, so there is a lot of community concern, and we have a very extensive community outreach program.

The most serious challenge is here to the north, in North Michigan Avenue. It is the most constrained area of the central area. When you accept the objective of not actually being on North Michigan Avenue because it is our signature street, it is a very sensitive situation, and we are trying to reach the heart of the market, though, that is on Michigan Avenue. We have to use side streets that are in a constrained situation. We are working very closely with the alderman from that area and the community from that area to ensure that they are comfortable with our approach to the north, and we may make adjustments to that. That is the risk I was referring to in my testimony. We have done a risk assessment of that.

Our current completion date for preliminary engineering is the end of September. If we do make an adjustment, we feel we may have to add about three months to the schedule, so that is why I said that our——

Mr. CARR. If my memory serves me right, those side streets are pretty constrained.

Mr. SCHLICKMAN. They are. Well, constrained in terms of right of way. They aren't constrained necessarily in terms of traffic. We are looking for streets that will not cause a significant traffic dispersion and therefore congestion or gridlock. We are being very mindful of that, but this is the most important destination for circulation trip in the downtown. We have a very strong demand to go to the north, and this has always been sort of a disconnected corner of the central area to the heart of the loop.

Mr. CARR. What is Chicago doing about IVHS?

Mr. SCHLICKMAN. I really can't answer that question, Mr. Chairman.

Mr. CARR. Well, we would like you to answer the questions in the investment criteria, and that will point you in the direction of getting some information about IVHS. It seems to me that particularly on the north of the river there, if the city were to make a commitment in terms of IVHS, new opportunities might open up to you.

Mr. SCHLICKMAN. We will look into that. We do have a very strong traffic management strategy approach to the central area. The central area does not have a sophisticated system right now and sorely needs one. This project is going to provide for that.

Mr. CARR. What is the future of the "L"?

Mr. SCHLICKMAN. The future of the "L" is long term. It carries, I believe, three or four routes. In fact, it will be carrying the new southwest rapid transit line that is coming in from Midway. That will join the system downtown on the loop itself, and it will terminate there and turn around and come back out to Midway, so the future, the "L" is definitely a part of our plan for the future of the CTA.

Mr. CARR. Is the "L" in any—I can't quite frame my question. What I am looking at here is, the "L" was built when?

Mr. SCHLICKMAN. Parts of the "L" date back to the turn of the century.

Mr. CARR. And it would appear that—I know that there has been upkeep, maintenance. Is there a point of which the "L" itself around the loop is going to have to have some major rail mod?

Mr. SCHLICKMAN. The CTA system has continually received rail modernization funding from the Federal Government and also through State and local resources. I will acknowledge that there is a very serious concern about segments of that system. In fact, our financial plan is based on an approach that would allow the CTA to move forward in meeting their needs. We are not seeking funding that would compromise their ability to develop a long-term program to meet those serious needs. We are working very closely with the CTA on that. We acknowledge that our approach to the State and their approach to the State must be dovetailed.

I should mention that I believe that the mayor's view of this is that we don't just need to maintain the CTA, we need to go beyond that. We need to upgrade it. We need to expand mass transit within the city. I think the Clean Air Act provides us a lot of leverage and rationale for doing that. If we are going to make mass transit investments to help provide better alternatives to the automobile, the best place to make them is in the city and particularly the central area.

The cost of compliance for employers in the suburbs to meet the mandates of the Clean Air Act exceed $200 per employee. If they were to locate within the central area, it would cost them pennies to comply with that requirement. I think this project and the upgrading of the CTA is very consistent with what we need to do under the Clean Air Act.

Mr. CARR. I don't mean to suggest that they are in competition with one another. I am just——

Mr. SCHLICKMAN. I will acknowledge that there is a better——

Mr. CARR. You are the first Chicago area witness we have had, so I wanted to ask you about a variety of—I am not an engineer. My guess is that those structures were over-engineered when they were built and are probably pretty good, but some of them look like they need help.

Mr. SCHLICKMAN. Actually, if you are getting technical, they have found that the stringers and the uprights to a large extent are in good shape. What they are finding is other components such as the rail or the ties and the flange angles and the stuff that wears out quicker does need a major overhaul.

Mr. CARR. Those structures take an incredible pounding every day and, of course, there is a lot of subway areas where you just don't see them. They need help, too. In my travels around the City of Chicago it sort of asks me the question when am I going to need a lot of money for some major rehab.

Mr. DURBIN. If I might ask my Chairman to yield here, as part of our fact-finding effort in this subcommittee I have been passenger on CTA the last two Fridays between O'Hare—in fact, I ran into Steve's father.

Mr. CARR. Your dedication is just incredible.

Mr. DURBIN. And the loop. I will tell you that extension of CTA out to O'Hare has been successful, number one, and it is an excellent idea and now the extension out to Midway, and as Steve has testified here I think the city has a real commitment to that CTA. I think you raise an excellent point about whether at some moment we will be asked to step forward for any significant rail mod, but at the moment I can't say that we have.

In terms of the IVHS, I can't speak to what the city's plans are. I can tell you on the record we have some of the smartest cab drivers in the world. There isn't an election that goes by that the cab drivers aren't polled by virtually every visiting journalist and they come up with the best information.

Mr. CARR. Thank you for that wisdom. I am really grateful for it. You have made a real contribution to the record.

I did have one question about the schedule phasing on Attachment B.

Mr. SCHLICKMAN. Yes, there is an error in Attachment B.

Mr. CARR. Okay, maybe you could correct it.

Mr. **Schlickman.** In fact, we are submitting it for the record today.

Mr. **Carr.** Oh, all right.

Mr. **Schlickman.** The right-of-way acquisition line should start right at the closure of the FEIF process, which is the record of decision date, which is beginning the fourth quarter of 1993.

Mr. **Carr.** Okay. Well, that cleared up a major question. Thank you very much. I don't have any further questions. Thank you. Look forward to working with you.

Mr. **Schlickman.** Thank you.

Mr. **Carr.** You are going to be addressing our concerns?

Mr. **Schlickman.** Yes, we will.

Mr. **Carr.** Turn it over to you again, Mr. Chairman.

Thursday, May 6, 1993.

CHICAGO AREA COMMUTER RAILROAD (METRA)

WITNESSES

HON. JOHN EDWARD PORTER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ILLINOIS

JEFFREY R. LADD, CHAIRMAN, BOARD OF DIRECTORS OF METRA, CHICAGO AREA COMMUTER RAILROAD

PHILIP A. PAGANO, EXECUTIVE DIRECTOR, METRA

Mr. **Durbin.** Thank you very much, Mr. Chairman. I would like to introduce Chairman Jeffrey Ladd. We are just loaded with chairmen today, from the board of directors of Metra, and he is accompanied by our friend and colleague, Congressman John Porter and others.

Mr. **Porter.** Mr. Chairman, I have come over from my subcommittee next door to introduce Jeff Ladd to you and obviously he needs no introduction to Mr. Durbin. Jeff Ladd is the Chairman of Metra, the Chicago Area Commuter Rail Authority. He is here to testify this morning regarding a new Metra project, Wisconsin Central, to serve the northwestern suburbs of Chicago.

Obviously, you have to get the people into the city before they can use what is in the city. There is a great need for this and our local communities have all the way down the line joined together to raise funds locally to provide for stations and parking lots and necessary support for the rail link, and only a relatively small amount of Federal funds are needed to get the project underway. I strongly support it.

I realize the budgetary constraints, but I hope that you can find within your budget funds to get Wisconsin Central going. It is vitally needed and I am going to return to my subcommittee and leave Mr. Ladd in your good hands, Mr. Chairman.

Mr. **Carr.** Thank you very much.

Mr. **Porter.** Thank you.

Mr. **Carr.** Mr. Ladd.

Mr. **Ladd.** Thank you, Mr. Chairman, Mr. Durbin. We appreciate the opportunity to appear here this morning and testify on this particular project. With me is our Executive Director, Philip A. Pagano. I am happy to have the chance to discuss our request for

Section 3 funds to start up the new commuter rail service on the currently freight-only tracks of the Wisconsin Central railroad. The map shows the route, and we have also included maps in your individual copies of lengthier detailed testimony.

We are here to request a Section 3 earmark of $20.6 million to supplement other local and Federal funds to begin construction immediately on a 53-mile rail service extension on the Wisconsin Central line and northeast Illinois. Section 3 funds combined with $21.5 million in congestion mitigation and air quality monies and $39.2 million of State and local funds will allow start up of a new rail line between Antioch in northwestern Lake County and Franklin Park in western Cook County, continuing to downtown Chicago's Union Station.

Of the $81.4 million total cost, only 51.8 percent would be Federal money and only 25.3 percent would be Section 3 funds. The Federal funds will be used for engineering, track improvements, signalization, and railroad yard improvements. There is nothing complicated about what we propose to do. Manpower, materials and management are readily available for efficient implementation. We are ready.

The Wisconsin Central project enjoys broad support in northeast Illinois. Our request for Federal funding is as much a citizen's petition as it is an agency application. Mr. Chairman, not only do our future customers want Metra service on Wisconsin Central tracks, they have convinced their local elected officials that they are willing to make a substantial part of the investment. One by one the 11 municipalities along the line have been coming forward with commitments. The village of Mundelein put the matter to a referendum and by a 2 to 1 margin the voters said they were willing to spend as much as $2.5 million for station and parking projects.

The village of Buffalo Grove has already built a commuter parking lot. Commuters park there and take shuttle buses to existing rail lines, but Buffalo Grove built that lot right next to Wisconsin Central tracks, where they want to build a train station. We have included in your detailed testimony letters and resolutions of support by all the municipalities, transportation organizations and State representatives. They have accepted the fact that unless the local governments assume responsibility for stations and parking lots, the reality of commuter service again becomes remote. They have even formed a Wisconsin Central mayoral task force in order to sustain grassroots support. It is not just the municipalities.

The State of Illinois, through revenue bonds, backed by a gasoline tax increase, paid every penny of the cost of the locomotives that will be used on the route. The passenger coaches that will be used are coaches that Metra already owns. The several brand new coaches, the ones that meet Congress' mandate for wheelchair accessibility, are already contracted for and are being built with Illinois funds, not Federal dollars.

This is not the typical new start because the tracks are already there. That is why FTA proposed to treat this as an extension of service within the new start category. In short, the $42.1 million Federal investment in what will be a 53-mile full service route is probably the lowest cost per mile start-up rail project on record.

As I have stated, this project is ready to go to construction immediately. We at Metra have studied this corridor for many years. All studies and evaluations show that this project will have an excellent ridership, 5,400 weekday passenger trips in the first year, and two-thirds of the total ridership will be diverted from automobiles. Commuters that are diverted to the new service from other Metra lines will free up additional seats and parking spaces on the currently congested Chicago Northwestern northwest lines and north lines and the Milwaukee north line.

In addition, it is projected that the Wisconsin Central line will have a fare box recovery ratio of almost 61 percent, which will make it one of the highest in the country. I believe we have something here that sets our request apart from a traditional commuter rail employment-related service.

As the map shows, this will be a commuter rail line with direct access to O'Hare Airport, the destination that needs all the public transportation it can get. Again, this year it ranks as the busiest airport in the United States. Because we are centrally located, O'Hare is the source of thousands of one-day business trips, Washington and back, New York and back, Detroit and back, St. Louis and back.

The Chicago Department of Aviation tells us that roughly 30 percent of their market originations come from north and northwest of the airport. Indeed, the Federal Rail Administration has already advanced preliminary funding to study a station that would be used both by Wisconsin Central trains as well as intercity rail service. I believe the Wisconsin Central Project is consistent with this committee's goals of addressing the changing transportation needs of major metropolitan areas as the 21st Century approaches. It will serve the traditional Metra suburb to Chicago market, maintaining the viability of the Chicago business district, and it will mitigate traffic congestion and improve air quality by serving the emerging suburb-to-suburb and reverse commute markets.

Mr. Chairman, I submit that this could be a showcase for the Nation because it is a sound investment by local government, by a regional public service agency, by State government, and the Federal Government. Here is the summary, Mr. Chairman. This is not a new start, very low cost per mile for a Federal Government investment, the project is ready to go now. It has a very high fare box recovery ratio, evidence of very strong local participation, strong State participation, two-thirds of the proposed passengers currently drive and we will have an impact on reducing pollution, and we have a unique opportunity to serve O'Hare Airport.

Nothing could better demonstrate to other metropolitan areas across the Nation that a partnership such as this is the cost-effective way to go. I think it is precedent setting in that respect. That concludes my formal statement, Mr. Chairman. Mr. Pagano and I will be happy to answer any questions you or members of the committee may have.

[The prepared statement of Mr. Ladd follows:]

TESTIMONY OF JEFFREY R. LADD, CHAIRMAN, METRA COMMUTER RAIL BEFORE THE HOUSE APPROPRIATIONS TRANSPORTATION SUBCOMMITTEE

WASHINGTON, D.C.   THURSDAY, MAY 6, 1993

Mr. Chairman and members of the committee, thank you for this opportunity to be with you today to discuss extension of Metra commuter rail service over the tracks of the freight-only Wisconsin Central Railroad. I am Jeffrey R. Ladd, Chairman of the Commuter Rail Service Board in northeast Illinois. With me is Executive Director Philip A. Pagano.

Let me note at the outset that the Commuter Rail Service Board is the public agency responsible for the activities of the Northeast Illinois Regional Commuter Railroad Corporation. We do virtually all of our business under the service mark "Metra", and I will use that designation throughout. Also in the area of nomenclature, the part of the Wisconsin Central over which we propose to operate is entirely within the State of Illinois. The end-of-line overnight storage yard that we will be constructing is located at the state line, in Antioch, Illinois, but that's as close as we will get. We are not going into Wisconsin.

One of the reasons for Metra's continuing fiscal stability is our dedicated sources of funding to cover operating expenses. While we get about 58-percent of our costs from customers who pay for the service, the other 42-percent comes from a modest surcharge on the state sales tax in the territory we serve. In other words, we are paid for by the people who ride the trains and the people whose property values are kept high thanks to the existence of commuter rail in their communities. Property values are a key concern in the suburbs, and the folks along the Wisconsin Central route are aware what will happen to the values in their communities once train service begins. The other side of that coin is that we would not extend service into Wisconsin (where we certainly do not have the ability to level a tax!) unless an appropriate financing arrangement could be worked out. I should note that the 58% recovery ratio is what we accomplished in 1992. Currently, we are achieving a ratio of almost 62%. We are required, under Illinois law, to achieve 55% of our operating costs from our customers.

Attached to this testimony is a map of the route. We have also included other Metra routes in the general area of Lake and Cook Counties, as well as the country roads on an east-west orientation that are now being used by commuters to access those existing commuter lines. Also included are the expressways and toll roads that have often become the last resort for commuters in the Wisconsin Central trafficshed because they can't find sufficient all-day parking along established rail routes.

There are three distinct sets of demographics along the Wisconsin Central. The northern third is where Illinois farmers used to grow a lot of corn and soybeans; now the major crop is families. Residential development in central and north Lake County over the past decade has been immense. So is highway congestion.

The second segment--the middle third--is territory that has long consisted of traditional "commuter" suburbs. The distances to existing rail lines are not great, but travel time at rush hour can average as little as 5 miles an hour; and opportunities for all-day parking at existing stations are becoming increasingly difficult to provide. Those communities grew up around their rail stations, and added parking lots would simply displace downtown businesses.

The suggestion that multi-level decked parking is the answer is, generally, rejected by the communities. They work very hard to retain a suburban "look", and it is only in rare instances--in the most built-up communities--that we have been able to construct modest commuter parking garages. Beyond community resistance is the fact that our rule-of-thumb for commuter parking is to try to keep construction costs at about $2,500 per space. That is impossible with a decked structure.

Also considered is the matter of feeder buses. It must be remembered that they would be in the same 5-mile-an-hour traffic. It is wishful thinking to assume that if 35 commuters are on a feeder bus, there will be 35 fewer cars on the road. Just as nature abhors vacuums, automobiles abhor unused traffic lanes. In northeast Illinois, at least, every time they add a lane to an expressway they get two lanes worth of extra traffic in a very short time.

Feeder buses are also a difficult "sell" if they take circuitous routes. Someone who knows he lives 10-minutes from the train station is quickly discouraged if his neighborhood's feeder bus wanders from cul-de-sac to cul-de-sac accumulating a full load, resulting in a 30-minute ride to the train. Feeder buses have been effective at Metra when they originate at the front door of a condo complex, and then run non-stop to the station. In other scenarios, they attract few. This may be because federal guidelines suggest that school buses be used as feeder buses. We have found that typical commuters simply do not want to start the workday the same way their children do.

It is our firm conviction, supported by several years and many volumes of market research (samples attached) that in this middle "traditional commute" zone of Wisconsin Central we will generate respectable ridership levels provided the communities develop sufficient at-station parking for their constituents. This is exactly what they propose to do.

The third segment of Wisconsin Central, prior to making the connection to Metra-owned tracks for the final run into Chicago, is the area along the east border of O'Hare International Airport. O'Hare is a destination that needs all the public transportation it can get. As you know, O'Hare has once again been named the busiest airport in the United States. Because of Chicago's central location, O'Hare is the source of thousands of one-day business trips: Washington and back, Detroit and back, St. Louis and back, New York and back. The Chicago Department of Aviation tells us that roughlv 30% of their market originations are from north and northwest of the airport. For those travelers to now access O'Hare by public transportation, they would have to ride Metra into Chicago and then reverse themselves and ride the CTA train back to O'Hare. This is an option few seem to use. Rather, they pay the price of a limousine, get a family member to fight traffic and drive them to O'Hare, or they drive themselves and pay $15 a day to park. We think the potential for Wisconsin Central service to an extension of the new Airport Transit System for a ride direct to the terminals is extremely good. We intend to market the feature heavily and sell the product effectively. Metra has no problem carrying business people with briefcases; we do it every day. We are not looking at this two-seat service as catering to families with 8 suitcases heading off on a two-week vacation. That group will continue to support O'Hare's extensive limousine services. We do not feel that we will be taking business away from anyone; the projected growth in air travel means there will be plenty of business for everyone.

Beyond those three distinctive geographical marketsheds for Wisconsin Central service, each of which gives us a major opportunity to help get single-passenger vehicles off the highway, there is a long list of incremental bonuses for our non-attainment region--not the least of which is the reverse commute potential. Attached to this testimony is a list of companies at or close to Wisconsin Central tracks that have 100 or more employees. As you know, the 1990 amendments to the Clean Air Act will require that they cut substantially the number of employees driving themselves (and no one else) to work. This challenge is being discussed at meetings and forums areawide under the auspices of the Chicago Area Transportation Study (CATS) the M-P-O for northeast Illinois, as well as by the Illinois Department of Transportation, by various TMAs (Traffic Management Associations) established by industries in particular corridors, and by various intergovernmental groups such as Mayors and Managers Associations.

I have attached several newsclips regarding the stipulations of the Clean Air Act amendments and their impact on the Wisconsin Central marketshed. While the first response may be simple car-pooling, several of the largest employers have already indicated to us informally that they are considering private company-owned shuttles that will meet trains to pick up employees. This is already happening in downtown Chicago. Two hospitals and one University run employee shuttles between downtown rail terminals and their Outer Business Ring locations exclusively for their employees who live in the suburbs. Long before the Clean Air Act came into play, they determined that they simply did not have the real estate available for employee parking and that at the hospitals, the decked parking was necessary for outpatients and visitors.

While it is impossible to predict with certainty the precise scope of the reverse commute potential, it must be remembered that the trains will be going in that direction anyway. We work as hard as we can to get multiple daily trips from our trainsets; indeed, the initial fleeting on Wisconsin Central will consist of only three trains. But with those three sets we will get at least 8 rush hour trains and several midday--and perhaps evening--trains as well. If they can carry fare-paying reverse commuters on their way back to the railhead, that's a bonus. The trains were going out there anyway. Again, this is a service that we will market with enthusiasm and impact. It represents excellent revenue potential with minimum added cost.

All of the aforementioned--the three identifiable market zones plus the strong potential for a reverse commute bonus--are what one might call the "hardware" of our proposal. But the request for federal participation stands on more than just the nuts and bolts. Mr. Chairman, there is something going on here that goes well beyond a commuter rail system seeking to expand into a territory where consultants and experts say the potential ridership is very good. Metra commuter rail is a public service. And in Wisconsin Central territory the public is asking for this service. Our request for federal funding is as much a citizens' petition as it is an agency application.

Not only do our future potential customers want Metra service; they have convinced their local elected officials that they are willing to make a substantial part of the investment. One by one, the eleven municipalities along the route are beginning to come forward with commitments. They have accepted the fact that unless the local governments assume responsibility for the stations and parking lots, the reality of commuter service again becomes remote. They even have formed a Wisconsin Central Mayoral Task Force in order to sustain grassroots support.

Let's look at the proposed financial package to get an understanding of what is truly a precedent-setting amount of local share for an undertaking of this size. I direct your attention to the attachment marked "Wisconsin Central Funding Plan." Of immediate interest to the Committee, I presume, is the earmark that we seek in the Federal Transit Administration Section 3 appropriation. It's the second box from the left on the bottom--$20,595,200.

All told, implementation of service on Wisconsin Central will require just over $80 million from federal, state and local sources. By itself, that is not an unreasonable investment for a public transportation system that will stretch more than 50 miles from the center city into an area that needs the service. New light rail in Baltimore cost well over $300 million for a 32-mile route. The Los Angeles subway--some 4.5 miles in length--cost well over $2 billion. For Wisconsin Central, the federal government can participate at a cost of well under a million dollars a mile. Of the $81.4 million total cost, only 51.8% would be federal money. $21.5 million of that has already been approved under the CMAQ process. The people who will use and benefit from the service will put up 48.2% of the cost. The overall breakdown is included in the Funding Plan chart.

You will see from the footnote that it is not just the municipalities who bolster this partnership. The State of Illinois, through revenue bonds backed by a gasoline tax increase, paid every penny of the cost of the locomotives that will be used on the route. The passenger coaches that will be used are coaches that Metra already owns. The several brand-new coaches--the ones that meet the Congressional mandate for wheelchair accessibility under the Americans with Disabilities Act--are already contracted for and are being built with Illinois funds, not federal dollars.

This is not a typical "new start", of course, because the tracks are already there. But in the minds of the commuters in communities along that route, "new" is definitely the operative word. Because it is an addition of commuter trains onto tracks now used only by freight trains, our early advice from FTA is that this will be an extension of service rather than a new start. But to the taxpayers of northeast Illinois, this has "new" written all over it.

Mr. Chairman, Committee staff has forwarded several questions that they specifically asked be addressed in this testimony. That material is also attached, at the back of your packages. I would draw specific attention to several of the items:

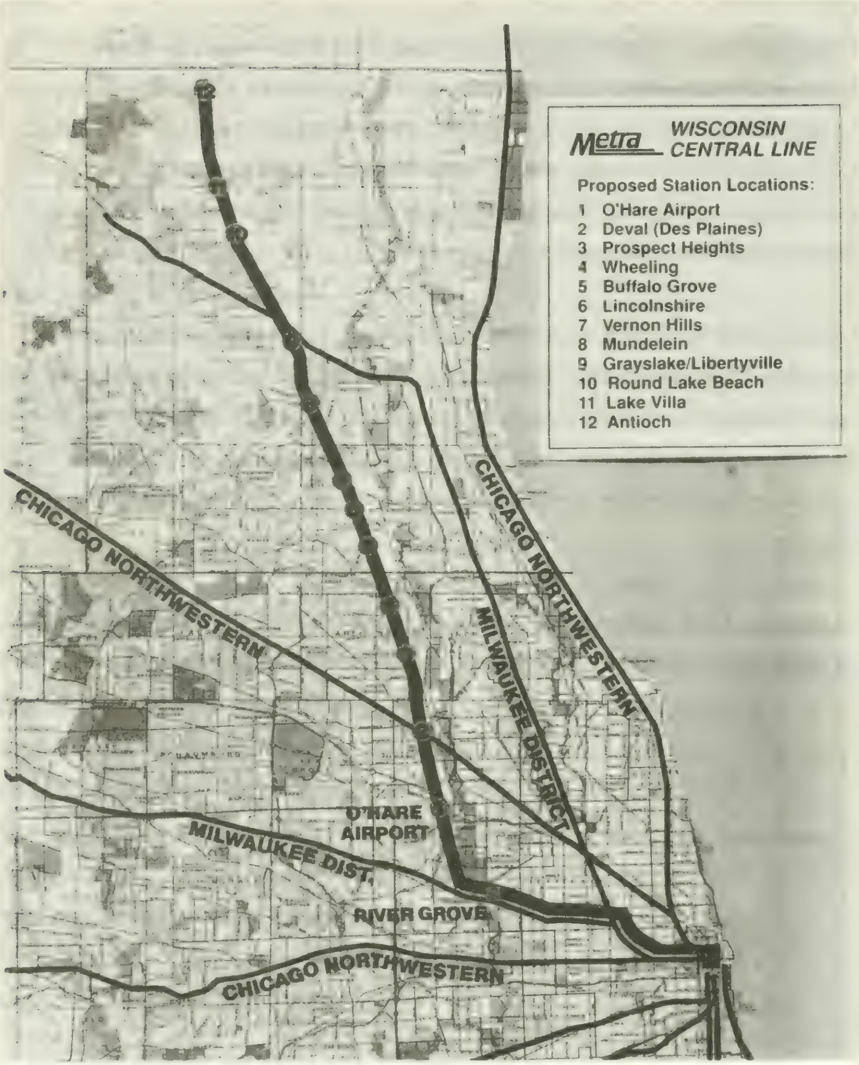
Official forecasts--from our Regional Planning Commission--indicate that population in the affected region will grow 21.9% between 1990 and 2010. Growth in the number of households is even greater for that same time period--32%. The difference between the two would indicate that the ratio of working-age adults to children (who usually aren't commuters) will change. Confirming that supposition is the forecast that employment in the Wisconsin Central corridor will increase by 23% during that time frame. That means more rush hour work-related commuting--on a highway system that is already inadequate at rush hours and shows little hope for improvement without serious collateral social costs such as pollution and more congestion.

One other data sheet I would single out is the one marked Financial &

Ridership Data. I mentioned at the outset that Metra--overall--generates about a 58% farebox recovery ratio on the present 11 routes. Our very conservative estimates of ridership and revenue indicate that the Wisconsin Central service will generate more than 60% of its costs from the farebox. That is in keeping with our current performance, and well-above the 55% requirement.

I would also draw the Committee's attention to one more chart in the appendix--the one entitled "Comparative Cost-Effectiveness." As you can see, from the day the first crowds show up to ride, Metra's Wisconsin Central service will be an industry pace-setter. It will be a paragon. It will be a jewel in our crown. It will be a standard for all others to emulate.

I appreciate this opportunity to present our case. Mr. Pagano and I will be glad to respond to any questions the Committee may have.


Metra WISCONSIN CENTRAL LINE
Proposed Station Locations:
1 O'Hare Airport
2 Deval (Des Plaines)
3 Prospect Heights
4 Wheeling
5 Buffalo Grove
6 Lincolnshire
7 Vernon Hills
8 Mundelein
9 Grayslake/Libertyville
10 Round Lake Beach
11 Lake Villa
12 Antioch
12
CHICAGO NORTHWESTERN
CHICAGO NORTHWESTERN
MILWAUKEE DISTRICT
O'HARE AIRPORT
MILWAUKEE DIST.
RIVER GROVE
CHICAGO NORTHWESTERN

WISCONSIN CENTRAL FUNDING PLAN

TOTAL COST: **$81,404,000**

	FEDERAL			LOCAL			TOTAL		
Funding Year	CMAQ	SECTION 3 (1)	TOTAL	MATCH	OVER-MATCH (2)	TOTAL	FUNDING	FEDERAL %	LOCAL %
PRIOR TO FY93					$500,000	$500,000	$500,000	0.00%	100.00%
FY93	$4,576,000		$4,576,000	$1,144,000		1,144,000	5,720,000	80.00%	20.00%
FY94	10,000,000	$20,595,200	30,595,200	7,648,800	16,000,000	23,648,800	54,244,000	56.40%	43.60%
FY95	7,000,000		7,000,000	1,750,000	12,190,000	13,940,000	20,940,000	33.43%	66.57%
TOTAL	$21,576,000	$20,595,200	$42,171,200	$10,542,800	$28,690,000	$39,232,800	$81,404,000	51.80%	48.20%

NOTES:

(1) Federal Section 3 New Start funds needed in FY94 to implement the Wisconsin Central line.

(2) Local over-match is based on the following

a Technical studies, reports and analysis of Wisconsin Central corridor and commuter rail services.	$500,000
b Utilization of three (3) 100% locally funded fully accessible bi-level commuter cars.	4,194,000
c Utilization of four(4) locally funded diesel-electric locomotives.	7,996,000
d. Construction of station, parking and access facilities by the State of Illinois and various communities located along the Wisconsin Central corridor	16,000,000
	$28,690,000

WISCONSIN CENTRAL FUNDING PLAN: WITHOUT OVERMATCH

TOTAL COST: $52,714,000

	CMAQ	SECTION 3	LOCAL	TOTAL
FY 93	$ 4,576,000	-0-	$ 1,144,000	$ 5,720,000
FY 94	$10,000,000	**$20,595,200***	$ 7,648,800	$38,244,000
FY 95	$ 7,000,000	-0-	$ 1,750,000	$ 8,750,000
TOTAL	$21,576,000	$20,595,200	$10,542,800	$52,714,000

* Federal Section 3 New Start funds needed in FY94 to implement service on the Wisconsin Central line.

Wisconsin Central Proposal
Studies Funded by Metra

Soo Line Feasibility Study – R.L. Banks (86)	$186,000
Antioch Site Environmental Review – Donohue (92)	15,338
Libertyville/Grayslake Sta Site Review – Techknow (92)	3,714
	$205,052

Wisconsin Central Service Proposal

Studies and Reports Listed in Chronological Order

Study of New and Replacement Rail Transit Alternatives
Regional Transportation Authority (RTA)
August 1978

The purpose of this effort was to develop a system plan for the Chicago metropolitan area's rapid transit and commuter rail network. Included among proposed new commuter rail lines was service on the Soo Line between Antioch and Des Plaines.

Year 2000 Transportation System Development Plan
Chicago Transportation Study (CATS)
September 1980 (updates to Plan were made in 1981 and 1983)

Northeast Illinois's multimodal plan, intended to guide investments of transportation funds over a twenty-year timeframe. The plan was endorsed by the Policy Committee of CATS and the Regional Transportation Authority (RTA), and adopted by the Northeastern Illinois Planning Commission (NIPC). The commuter rail component of the Plan contained the recommendation for service on the Soo Line from Mundelein in Lake County to Des Plaines in Cook County.

Feasibility Study Commuter Rail Service on the Soo Line Railroad
R.L. Banks & Associates, Inc.; in conjunction with JHK & Associates and CATS
December 1986

Study commissioned by Metra to assess the feasibility of instituting commuter rail service in the Soo Line corridor. The investigation concluded that the most cost-effective service would involve operating diesel-propelled gallery cars on two segments of the Soo, including: 1) between Mundelein and downtown Chicago via a connection at Deval with the C&NW Northwest Line and 2) between Antioch and downtown Chicago via a connection at Grayslake with the Milwaukee North line.

Atlas of Potential Rail Service Corridors
Metra Office of Planning
June 1987

Prepared as part of the Proposal for an Expanded Planing Framework at Metra, the Wisconsin Central service was included among seventeen future commuter rail corridors.

Year 2010 Transportation System Development Plan
Chicago Transportation Study (CATS)
June 1990

The Plan describes improvements necessary to meet the travel needs of northeast Illinois between 1990 and 2010. The TSD meets federal long range planning guidelines, continuing the region's eligibility for federal transportation funding. The plan was endorsed by the Policy Committee of CATS and the Regional Transportation Authority (RTA), and adopted by the Northeastern Illinois Planning Commission (NIPC). The commuter rail component of the Plan contained the recommendation for service on the Soo Line from Mundelein in Lake County to Des Plaines in Cook County.

Wisconsin Central Corridor Commuter Rail Service - Project Proposal
Metra Office of Planning
October 1990

This document updated the previously prepared R.L. Banks study, especially from the perspective of community work on siting stations. This report also acknowledged that the location for the outlying storage facility recommended as part of the R.L. Banks study (i.e., the existing freight yard at the junction with the EJ&E) was no longer available for passenger vehicle use. Based on a review of alternative sites, the proposal to develop a yard in Antioch was put forth.

Proposed Regional Rail Facility Serving the Wisc Cntrl and Milw-North
Village of Libertyville Planning Department
March 1992

Report explores the costs and benefits associated with developing a station facility near the junction of the proposed Wisconsin Central Line and Metra's Milwaukee North Line.

Environmental Evaluation Report - Proposed Antioch Yard Site
Donohue - Engineers, Architects & Scientists
March 1992

This work was commissioned by Metra to provide environmental and community data with which to evaluate the feasibility of constructing a rail storage yard at a site proposed in Antioch, Illinois.

Future Agenda for Suburban Transportation (FAST)
Metra & Pace
April 1992

This jointly prepared long range plan included the revised and expanded proposal to serve O'Hare Airport by routing trains via the Milwaukee West Line.

Proposed Wisconsin Central Libertyville/Grayslake Station Location Review
TechKnow Engineers
September 1992

Study reviews three alternative station locations in the Libertyville/Grayslake area.

Congestion Mitigation & Air Quality Improvement Program
Metra
February 1993

Included in Metra's application for 1993 CMAQ funding was a request for start-up funding for Wisconsin Central service. The funding proposal was predicated on a reassignment of existing rolling stock that was made possible by other recent investments.

CMAQ - Technical Summary of Proposed Projects
CATS
February 1993

Presents a technical evaluation of all CMAQ proposed projects in 1993. Funding for partial Wisconsin Central start-up was granted.

Wisconsin Central Proposal

Financial & Ridership Data

Capital Costs (in 000's)	
Metra	$65,404
Community	16,000
Total	$81,404
Annual Operating Cost (in 000's)	$6,103
Annual Psngr Revenue (in 000's)*	$3,718
Annual Operating Deficit (in 000's)	$2,385
Weekday Boardings**	5,400

*Revenues are based on avg 1992 ticket sales by zone. Given the potential for serving air travelers accessing O'Hare, who will be less likely to use commutation tickets, this assumption probably results in low revenue estimates.

**Represents forecast of total daily boardings (i.e., one-way trips) in 1998.

Wisconsin Central Proposal

Comparative Cost–Effectiveness

	Actual*	Forecast**
Operating Cost Per Psgr Trip		
Metra System	$4.41	
Wisconsin Central		$4.43
CalTrain	$4.58	
Long Island RR	$6.58	
Tri–Rail Fla	$7.02	
Metro North	$7.14	
Deficit Per Passenger Trip		
Metra System	$1.69	
Wisconsin Central		$1.73
Metro North	$2.89	
CalTrain	$3.03	
Long Island RR	$3.22	
Tri–Rail Fla	$5.51	
Revenue/Cost		
Metra System	61.8%	
Wisconsin Central		60.9%
Metro North	59.5%	
Long Island RR	55.1%	
CalTrain	33.9%	
Tri–Rail Fla	21.5%	

*1991 FTA Section 15 Report Data.
**Based on ridership forecast for 1998.

Wisconsin Central Proposal Regional Impacts

Annual Diverted Auto Trips	1,449,675
Annual Vehicle Miles Reduced	25,727,312
Annual Tons of Emissions Reduced	
Volatile Organic (VOC)	79.9
Nitrogen Oxide (NOx)	66.8

Source:

Chicago Area Transportation Study –
Congestion Mitigation & Air Quality Improvement Program

Wisconsin Central Corridor Forecasts

Population, Households & Employment

	1990	2010	Change	% Change
Population	418,888	510,469	91,581	21.9%
Households	152,917	201,863	48,946	32.0%
Employment	303,452	372,708	69,256	22.8%

The Wisconsin Central Corridor was defined by the expected market area of station park–n–ride access, which was based on observed behavior of current Metra riders. The delineated corridor was approximately six miles (3 miles on each side) at the southern end of the Line, and broadened to roughly twelve miles at the northern end.

Data Source: Northeastern Illinois Planning Commission

Wisconsin Central Corridor -- Municipal Population

MUNICIPALITY	Population*			Building Permits Issued**		
	1980	1990	Change	1990	1991	1992
Antioch	4,419	6,105	38.2%	53	106	129
Buffalo Grove	22,230	36,427	63.9%	481	122	110
Des Plaines	53,568	53,223	−0.6%	98	112	349
Franklin Park	17,507	18,485	5.6%	3	3	4
Grayslake	5,260	7,388	40.5%	152	664	451
Libertyville	16,520	19,174	16.1%	50	31	35
Lincolnshire	4,151	4,931	18.8%	33	24	73
Lindenhurst	6,220	8,038	29.2%	72	40	42
Long Grove	2,013	4,740	135.5%	109	61	57
Mundelein	17,053	21,215	24.4%	379	291	358
Lake Villa	1,462	2,857	95.4%	n/a	n/a	n/a
Prospect Heights	11,823	15,239	28.9%	19	11	11
River Grove	10,368	9,961	−3.9%	8	0	4
Round Lake Beach	12,921	16,434	27.2%	163	118	452
Schiller Park	11,458	11,189	−2.3%	12	1	3
Vernon Hills	9,827	15,319	55.9%	217	266	227
Wheeling	23,266	29,911	28.6%	24	32	64
Total	230,066	280,636	22.0%	1,873	1,882	2,369

*Bureau of the Census

**Bell Federal Survey of Building

Wisconsin Central Corridor
Summary of Major Employers

Community	Firms	Employees
Antioch	6	906
Round Lake	1	2,500
Grayslake	5	1,340
Mundelein	16	5,075
Libertyville	20	11,242
Vernon Hills	10	1,920
Buffalo Grove	8	1,979
Wheeling	46	11,990
Riverwoods	1	5,000
Lincolnshire	14	9,700
Prospect Heights	2	1,195
Northbrook (partial)	6	7,716
Long Grove	4	4,610
Des Plaines	97	33,056
Rosemont	25	16,644
Schiller Park	29	4,832
Franklin Park (partial)	11	6,811
River Grove	4	3,000
Total	305	129,516

Wisconsin Central Corridor
Companies with 100+ Employees

Antioch

Advertiser	100
Antioch Community High School	190
Northlake Engineering, Inc	120
Regal China Corp	250
State Bank of Antioch	101
Thelen Sand & Gravel, Inc	145

Round Lake

Baxter Healthcare Corp	2,500

Grayslake

C.H.F. Industries	100
College of Lake County	890
Intrupa Manufacturing Co	100
State Oil Co.	100
Surgipath Medical Industries	150

Mundelein

Baxter Diagnostics	100
Baxter–Pharmaseal	375
B.G.T. Landscape Co., Inc	100
Callaghan	100
Commercial Plastics	125
Decorel	500
Deringer Manufacturing Co	200
Kautt & Bux of America, Inc	105
I.M.C. Fertilizer, Inc	260
MacLean–Fogg Co	1,100
Medline Industries	1,000
Moore Response Marketing Services	140
National School Bus Service, Inc	220
Olmpic Packaging, Inc	240
Pitman–Moore, Inc	400
Samco Ltd	110

Libertyville

Aldridge Electric Inc	150
American National Bank of Libertyvill	132
Bernard Chevrolet Inc	100
Bolander Construction Co., Inc	200
Cambridge Homes	110
Commonwealth Edison	2,000
Condell Medical Center	1,100
Corcom Inc	900
Foulds, Inc	125
Gustafson Excavating, Inc	100
Hollister, Inc	1,500
Moore Response Marketing Services	115
Morton Manufacturing, Co	1,000
Motorola	2,500
Oneac Corporation	200
Onsrud Cutter, Inc	110
Ozite Corporation	120
Solar Corporation	500
U. S. Gypsum Corp	150
Zeller Closures, Inc	130

Vernon Hills

Cosmetique, Inc	180
Inlander–Steindler Paper, Co	210
J & L Oil, Inc	350
North Suburban Clinic, Ltd	100
Omron Healthcare, Inc	175

Vernon Hills, continued

Production Assoc, Ltd	200
Tempo Window Fashions, Inc	100
Viking Fire Protection Co	300
Wolf Medical Instruments Corp	125
Zebra Technologies Corp	180

Buffalo Grove

Colfax Envelope Corp	130
Delice De France, Inc	260
Landis & Gyr Powers, Inc	700
Merrill Chase Galleries	160
Mid–West Automation Systems, Inc	175
Ray Corporation	150
Rentokil Tropical Plants, Inc	300
Stasbaugh Inc	104

Wheeling

Abbott–Interfast Corp	150
Acco International USA	500
Allen & Co	270
Anderson Die Castings, Inc	175
Brown & Kerr Inc	100
Burrows Co	200
Capitol Construction Group, Inc	150
Clear Shield National, Inc	200
Cole Taylor Bank	100
Commercial Cam Co, Inc	250
Contracting & Material Co	130
Corpak, Inc	150
Courtesy Mold & Tool	390
Courtesy Plastics	390
Crescent Cardboard Co	120
C.S.T. Office Products, Inc	270
Dearborn Wire & Cable, Inc	140
DeGraf Bros, Inc	100
E.Z. Por Corp	300
Ekco Products, Inc	800
Engis Corp	130
Falcon Jet Corp	1,200
Fluid Power Systems	150
H.V.R. Co	150
Handi–Foil Corp	165
Harbil Manufacturing	200
Hendricksen– The Care of Trees, Inc	150
Hydraforce, Inc	100
Illinois Lock Co	150
Kenny Construction Co., Inc	500
Orval Kent Food Co., Inc	1,800
Peer Brewing Co.	100
Polyfoam Packers Corp	100
Priester Aviation Service	200
Resinite Corp	250
Rexnord, Inc, Seal Operation	150
Segerdahl Corp	150
S.E.T. Environmental, Inc	120
Spectrum Manufacturing, Inc	100
Suburban Surgical Co., Inc	100
Taubensee Steel & Wire Co	110
Tech Web, Inc	355
Todd Chevrolet Inc	125
United Model Distributors, Inc	150
V–S Grinding Co., Inc	150
Valspar Corp	250

Wisconsin Central Corridor

Companies with 100+ Employees

Riverwoods

Commerce Clearing House, Inc	5,000

Lincolnshire

ABB Impell Corp	400
Arrowhead Industrial Water	250
Boots Pharmaceuticals, Inc	100
Hewitt Associates	3,500
IBG International, Inc	100
International Jensen Inc	170
Intertech Resources, Inc	350
ITW Paslode	600
Komatsu Dresser Co	2,200
Marketing Force	150
MDA Scientific Inc	250
Quill Corp	1,000
Vance Publishing Corp	350
ZF of North America, Inc	280

Prospect Heights

Household International Inc	920
Safeguard America, Inc	275

Northbrook (areas west)

Allstate Insurance Co	5,500
ANGUS Chemical Co	350
Culligan International	700
Holiday Inn Crowne Plaza	250
MRCA Information Services	116
Nielsen Marketing Research	800

Long Grove

CF Industries, Inc	1,450
Federal Kemper Life Assurance Co	260
Lumbermens Mutual Casualty Co	2,600
National Lss Control Service Corp	300

Des Plaines

AAA Chicago Motor Club	500
Aargus Poly Bag Co, Inc	150
Afco Products, Inc	100
Austin Co	250
Bake Line Products, Inc	650
Banner Service Corp	100
Bantum, Double Day, Dell	200
Best Western	100
Blair Industries	270
Bradley Printing Co	100
Brinkman Instrument, Inc	250
Butler Paper Co	110
Cahners Publishing Co	600
Calkins & Co	250
Carpet Laying Services Inc	100
Central Telephone Co of Ill	1,000
Chicago Faucet Co	400
Cinerex Imaging Systems	102
C-Lone Products, Inc	120
Cloud Corp	200
Contour Saws Inc	200
Compugraphic Corp	100
Concerned Care, Inc	180
Danzas Corp	100
Deluxe Check Printers Inc	200
DeSoto, Inc	600
Des Plaines Publishing Co	160
Dietzgen Corp	250
Do All Co	200
Dry Storage Corp	1,400
Dynatech Communications, Inc	100
Emery Worldwide	400
Enline Inc	100
First National Bank Of Des Plaines	130
Forest Hospital	340
Foster Co	500
Geonex	185
Gerrard & Co	300
Golfview Development Center	110
Graphics Arts Printing	100
Health Foods, Inc	100
Holiday Inn	100
Holy Family Hospital	1,000
Howe-Baker Engineers	200
Hug Electronics	150
Hughes Optical Products, Inc	180
Hysan Corp	200
I. P. M. Co	175
ITW/Fastex	300
International Business Interiors, Inc	300
Interstate Steel Co	200
Juno Lighting, Inc	315
Kar Products Inc	215
Kester Solder Co	200
LaMarche Mfg. Co	180
Lawson Products	280
Lee Auto Parts	120
LeBrebvre Intergraphics	110
Lift Parts Mfg Co	125
Littlefuse, Inc	1,700
Martin Brower Co	150
Merkle-Korff Industries	300
Meyer Material Co	700
Mid Central Food Sales, Inc	172
Midwest Dental Products Corp	250
Midwest Litho Arts, Inc	125
Natl Assn of Independent Insurers	175
National Limination Co	210
Neiman Loose Leaf Products Co	120
North Suburban Mass Transit	250
Nu-Dell Plastics Corp	100
Nu-Way Industries	120
Oakton Community College	1,000
Old World Trading Co	100
Paper Express Ltd	100
Prudential Preferred Properties	850
Qualex Inc	150
Revell Inc	350
Rogers & Co	120
Sage Foods, Inc	200
Sales Tools, Inc	140
Scott Container Products	100
Sealed Power Technologies	100
Semrow Metal Corp	100
Sound & Stagecraft	100
Symons Corp	800
Tanner Co	1,700
Tash Inc	300
Telecheck Chicago	120
Teledyne Post	500
Union Camp Corp	122
UOP	3,850
United Stationers, Inc	600
Van Hygan & Smythe, Inc	650
Wheaton Glass Co	100
Wheels Inc	425
Xerox Corp	450

Wisconsin Central Corridor

Companies with 100+ Employees

Rosemont	
Advance Transformer Co	1,500
A.P.V. Crepaco, Inc	1,000
Austin Consulting	100
Barry & Assoc	150
Bennett & Kahnweiler, Inc	100
Central States Pension Fund	1,000
Comdisco, Inc	1,000
Continental Distributing Co	400
D.H.L. Airways, Inc	250
Embassy Suites Hotel–Chicago O'H	260
Hatfield Electric Co	400
Hawthorn Realty Group	100
Hoffman Electric Co., Inc	135
Hotel Sofitel	100
Hyatt Regency O'Hare	800
London House	180
Marriott Corporate Services	1,600
Marriott Suites–O'Hare	200
Miles, Inc	5,900
Norris Corp	100
Prucare of Illinois	109
Quest International	210
Radisson Suite Hotel, O'Hare	200
Ramada Hotel O'Hare	550
Sheraton International at O'Hare	300

Schiller Park	
Acra Electric Corp.	100
Amco Engineering Co	350
Anchor Building Maintenance Co	250
Atlas Lift Truck Rentals & Sales	160
Atols Tool & Mold Corp.	145
Basler Co.	100
Bretford Manufacturing, Inc	100
Celco Industries	160
Celli Trucking Co.	100
Chicago Cardboard Products Co.	125
Continental Baking Co	320
Craftsman Custom Metal Fabricators	100
Har Aerospace	112
Hartwig Transit Inc	235
Howard Johnson–O'Hare	105
International Jensen, Inc	200
Mayfair Molded Products Corp	250
Midwest Cortland, Inc	100
Montana Metal Products, Inc	100
Paluch Co., Inc	100
Porter Athletic Equipment Co	115
Residence Inn by Marriott	100
Roa Design Engineering & Mgmt Ser	100
Sales Force Companies, Inc	625
Square D Co.	150
Steel Chemicals, Inc	100
Whitso, Inc	130
Wilton Tool	100
Wisconsin Tool & Stamping Co.	200

Franklin Park (firms w/350+ only)	
Airborne Express Corp	350
Baily Life Fitness	430
Binks Mfg Co	980
BWD Automotive	571
Castle & Co	450
Duo–Fast Corp	1,200
Fearn International	400
Nestle Foods Corp	1,000
Reliance Comm/Tec	380
Sloan Valve	750
Thompson Steel Co	300

River Grove	
Chapco Carton Co	100
Fort Lock Corp	200
Triton College	1,500
Wilson Sporting Goods	1,200

Summary of Existing Parking Statistics

Existing Stations in Wisconsin Central Market Area	21
Total Parking Capacity	12,192
Total Parking Use	10,792
Percent Use	89%
Stas with Rates Above Metra's Design Capacity (85%)*	13
Stations with Rates Above 90%	8
Average Ridership at all 21 Stations	1,056
Average Ridership at Stations Above 85%	1,361
Average Ridership at Stations Below 85%	650

*Metra's 85% design criteria for sizing parking facilities is intended to allow for variations in demand. Seasonal peak commuter demand is usually found during winter months, and can fluctuate day–by–day depending on weather.

Parking at Existing Metra Stations near Wisconsin Central Corridor

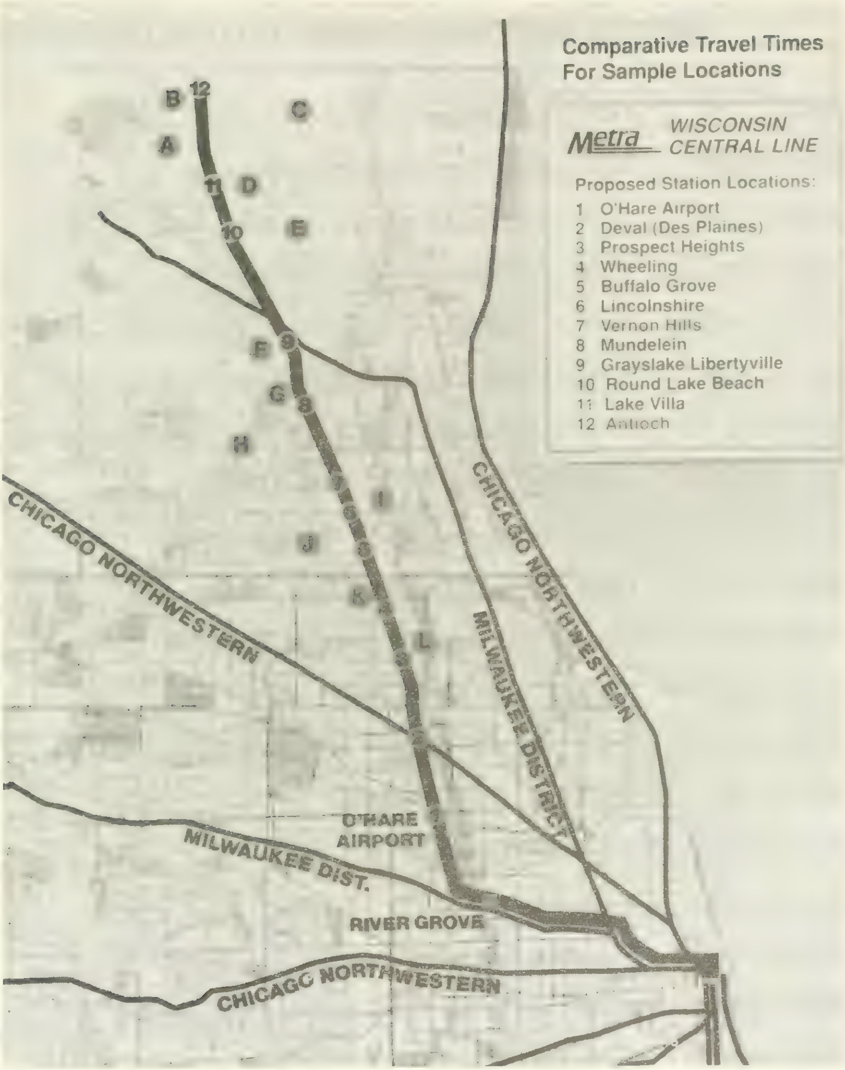
Line	Station	Fare Zone	Mile Post	1991 Boardings	Capacity	Parking Use	% Use
Milw – North	Morton Grove	C	14.3	672	335	335	100.0%
Milw – North	Golf	D	16.2	267	44	19	43.2%
Milw – North	Glenview	D	17.4	1,450	755	750	99.3%
Milw – North	Northbrook	E	21.1	1,458	677	638	94.2%
Milw – North	Deerfield	E	24.2	1,669	768	685	89.2%
Milw – North	Lake Forest	F	28.0	522	462	406	87.9%
Milw – North	Libertyville	H	35.5	1,139	759	720	94.9%
Milw – North	Grayslake	I	41.0	369	150	147	98.0%
Milw – North	Round Lake	I	44.0	371	239	200	83.7%
Milw – North	Long Lake	J	46.0	93	62	56	90.3%
Milw – North	Ingleside	J	47.8	48	30	15	50.0%
Milw – North	Fox Lake	J	49.5	433	393	303	77.1%
C&NW – NW	Park Ridge	C	13.5	818	498	351	70.5%
C&NW – NW	Dee Road	C	15.0	403	133	107	80.5%
C&NW – NW	Des Plaines	D	17.1	1,146	452	359	79.4%
C&NW – NW	Cumberland	D	18.6	537	316	233	73.7%
C&NW – NW	Mount Prospect	D	20.0	2,073	896	847	94.5%
C&NW – NW	Arlington Heights	E	22.8	3,129	1,388	1,201	86.5%
C&NW – NW	Arlington Park	E	24.4	1,829	1,557	1,225	78.7%
C&NW – NW	Palatine	F	26.8	2,010	1,372	1,291	94.1%
C&NW – NW	Barrington	G	31.9	1,748	906	904	99.8%
		Total		22,184	12,192	10,792	88.5%

Comparative Park–n–Ride Station Access Travel Time from Sample Locations in Wisc Cntrl Corridor

Map Key	Existing Service Station	Existing Service Line	Existing Service Travel Time	Wisc Cntrl Service Station	Wisc Cntrl Service Travel Time	Total Time Difference (mins)	Total Time Difference %
A	Fox Lake	Milw–N	12	Lake Villa	4	–8	–63.3%
B	Fox Lake	Milw–N	16	Antioch	1	–15	–93.8%
C	Zion	C&NW–N	20	Antioch	7	–13	–65.0%
D	Grayslake	Milw–N	18	Lake Villa	2	–15	–86.5%
E	Grayslake	Milw–N	13	Rnd Lake Beach	7	–6	–46.4%
F	Grayslake	Milw–N	8	Junction	4	–5	–57.1%
G	Libertyville	Milw–N	12	Mundelein	2	–11	–87.5%
H	Palatine	C&NW–NW	27	Vernon Hills	14	–13	–46.7%
I	Deerfield	Milw–N	21	Lincolnshire	3	–17	–83.3%
J	Arlington Hghts	C&NW–NW	22	Buffalo Grove	9	–13	–60.9%
K	Arlington Hghts	C&NW–NW	17	Wheeling	2	–15	–90.0%
L	Des Plaines	C&NW–NW	14	Prospect Hghts	4	–11	–75.0%

Notes:

-- Times are for one–way journeys.
-- All trips are assumed to drive–and–park at nearest station.
-- Park–n–Ride distance was scaled from maps, assuming a logical arterial routing.
-- Park–n–Ride travel time was based on assumed auto speeds that were generally highest at northern end of corridor and lowest at southern end.


Comparative Travel Times
For Sample Locations
Metra WISCONSIN CENTRAL LINE
Proposed Station Locations:
1 O'Hare Airport
2 Deval (Des Plaines)
3 Prospect Heights
4 Wheeling
5 Buffalo Grove
6 Lincolnshire
7 Vernon Hills
8 Mundelein
9 Grayslake Libertyville
10 Round Lake Beach
11 Lake Villa
12 Antioch
A
B
C
D
E
F
G
H
I
J
K
L
CHICAGO NORTHWESTERN
CHICAGO NORTHWESTERN
MILWAUKEE DISTRICT
O'HARE AIRPORT
MILWAUKEE DIST.
RIVER GROVE
CHICAGO NORTHWESTERN

INDEX OF WISCONSIN CENTRAL LETTERS OF SUPPORT

March 9. 1993	Letter - State Representative Andrea Moore
March 9, 1993	Letter - State Senator Adeline Geo-Karis
March 5, 1993	Letter - Mayor of Libertyville, Jo Ann Eckmann
March 5, 1993	Memo - State Senator William Peterson
March 2, 1993	Letter & Resolution - Mayor of Round Lake Beach, Carl Schrimpf
March 1, 1993	Letter - Mayor of Lincolnshire, Barbara LaPiana
February 9, 1993	Letter & Resolution - City Clerk of Des Plaines Donna McAllister
December 1992	Resolution - Lake County Municipal League
December 1, 1992	Letter - Village Planner of Buffalo Grove, Robert Pfeil
August 13, 1992	Letter - Mayor of Lake Villa, Joyce Frayer
April 25, 1992	Resolution - Village of Round Lake Beach
November 9, 1990	Letter - Mayor of Buffalo Grove, Verna Clayton
October 29, 1990	Letter - Lake County Board Member, C. Richard Anderson
July 20, 1990	Resolution - Prospect Heights
July 9, 1990	Resolution - Lincolnshire
June 26, 1990	Resolution - Libertyville
June 13, 1990	Resolution - Northwest Municipal Conference
June 4, 1990	Resolution - Buffalo Grove
May 7, 1990	Resolution - Wheeling
April 10, 1990	Resolution - Vernon Hills
June 29, 1988	Letter - North Suburban Mass Transit District
April 16, 1987	Press Release - North Suburban Mass Transit District

Mr. CARR. Mr. Durbin.

Mr. DURBIN. Thank you for your testimony, Mr. Ladd. I have followed this closely and Congressman Porter has spoken to me about it several times. I think what is particularly appealing here is that those of us familiar with the population trends know that the area you are serving is one of almost explosive growth, and if we can find a way to come up with the resources to help you along, my guess is that we will be serving transportation needs that will stretch far into the next century.

I also like the existing rail bed we have tried that in other locations, it really does reduce cost dramatically. Let me ask you, your anticipated configuration at O'Hare, would you be linking up with CTA in coming close to their facility there, their station facility?

Mr. LADD. I am going to let Mr. Pagano answer that question.

Mr. PAGANO. No, Mr. Chairman, we would not be coming close to the CTA. We would, in fact, however be within a half mile, and we are in discussions with the Department of Aviation with their new people mover system within the airport facility. I think we do want to point out for your benefit and the benefit of the Committee, the O'Hare station stop that we are proposing is not in conflict with the CTA stop. We are not intending to move commuters on this stop.

It is, as you said, moving north suburban and west suburban people to the O'Hare location.

Mr. DURBIN. Then you anticipate, then, a straight line in from your O'Hare station to the Union Station?

Mr. PAGANO. To Union Station, and by the way we are also-have had meetings with Amtrak where we would come in with a joint ticket at the Union Station which is the Amtrak facility as well, and they would be able to transfer to our trains with a joint ticket from, let's say Indianapolis, St. Louis, other locals, go out to O'Hare Airport and actually get ticketed at O'Hare Airport.

Mr. DURBIN. We are deeply committed to intermodalism, are we not, Mr. Chairman?

Mr. CARR. We are.

Mr. DURBIN. We are. So this sounds consistent with that. Thank you very much.

Mr. CARR. Mr. Regula.

Mr. REGULA. Just a couple questions, Mr. Chairman. As I understand, this is a light rail system?

Mr. PAGANO. No, heavy rail.

Mr. REGULA. So it would be the equivalent of a railroad. How many miles total?

Mr. PAGANO. Fifty-three miles.

Mr. REGULA. In the map there, what you are interested in is the main shot coming south into O'Hare?

Mr. PAGANO. That is correct.

Mr. REGULA. That would be a commuter rail, correct?

Mr. PAGANO. Correct.

Mr. REGULA. As I understand it, the tracks are already there?

Mr. PAGANO. That is correct.

Mr. REGULA. Are these existing from a previous railroad that you have taken over?

Mr. LADD. Current operator is a freight railroad.

Mr. REGULA. You would upgrade the tracks?

Mr. LADD. Signalization, build a yard.

Mr. REGULA. I suppose it would be comparable with what is happening here in Washington, D.C. with a lot of trains coming in.

Mr. PAGANO. Pretty close to that.

Mr. REGULA. Baltimore or Maryland operates something like that.

Mr. PAGANO. Exactly.

Mr. REGULA. Will the fare box support the operational costs?

Mr. PAGANO. We are projecting that day one we would have a recovery ratio of approximately 60 percent. For your information our total system recovery ratio is approximately 58 percent.

Mr. REGULA. And the balance would be paid by the area in question, I am talking about in operation, prospectively?

Mr. LADD. We have a dedicated funding source, in the six-county area, representative, which is sales tax, and growing, our ridership plus the sales tax we have not had to raise fares for operating costs since 1984.

Mr. REGULA. Thank you.

Mr. PAGANO. Also just to add, the segment that you see us connecting with the Milwaukee district on your map, that is a railroad that we currently own and operate.

Mr. LADD. Representative Durbin mentioned the explosive nature of the growth in this area. I think it is projected to be in the neighborhood of 22 percent in the next ten years. It was roughly that the last ten. It is absolutely explosive what is going on.

Mr. CARR. You know, one of the things that interests me about this is the connection with O'Hare Airport. Some representatives from O'Hare were in my office not too long ago talking about some planned expansion at O'Hare, and while looking at the map, a schematic of O'Hare, it appears that there are rail lines near O'Hare on almost every side. It causes me to wonder whether in addition to this particular project there is some overall planning group in Chicago that is focused on the O'Hare rail connection.

It seems to me that O'Hare is perhaps uniquely situated in this country to really maximize air-rail interface, and yet I don't seem to get the notion that folks in the area are thinking about that except in a piecemeal basis.

Mr. LADD. I think that is probably correct, Mr. Chairman, sadly to say, but our focus has been on the radial commute in and out of the city. Most of those lines have been there, as you know, for a hundred years. We are now looking—this would probably be the last of the penultimate radial into the city. From then on we are looking at an overlay grid to move people intersuburban because we now have more people living and working in the suburbs than in the City of Chicago, and the gridlock is really happening in the suburbs now. When we do that, that is when we will begin to focus on the kind of really intermodal, and we are talking now about with bus as well as the airport and so on and so forth. That is what we are doing in what we call our fast program is beginning to focus on those kind of issues.

You are absolutely right, it is something that needs to be done.

Mr. CARR. It has just always occurred to me that part of the notion, part of O'Hare's problem is the whole slot control issue, and part of the slot control issue is the dedication of a certain number of slots to commuters and a certain number of those commuters are from communities that could be served by rail or bus. It just seems to me that the rail potential of O'Hare is great and is underutilized. I can even think of destinations as far away as Benton Harbor, Saint Joe, Michigan, where a good rail connection to O'Hare—I mean some of them might be interested in going downtown and undoubtedly a number of them do, but there is also—Chicago really has two destinations. Downtown is one and O'Hare is the other. It would seem to me that O'Hare hasn't really been as much in the planning and thinking and therefore I am really—let me overall say that I applaud the quality of your presentation. You have—for those who will be just reading this record and I know Mr. Durbin reads the record religiously, but we have a substantial piece of information here which is probably the best we have seen today. I really appreciate the time and effort it took to put this together. It is very helpful.

I would like to talk to you some more, and with other leaders in the Chicago area, along with my good friend, Dick Durbin, about what we can do to focus more of a concentrated effort on O'Hare's potential.

Mr. DURBIN. I might make one observation, and that is we are currently studying the concept of high speed rail between St. Louis and Chicago, and I have assumed, maybe incorrectly, that the destination is Union Station for high speed rail service, which could link your operation up, Wisconsin Central, as the most likely rail connection to O'Hare, and probably the cheapest, and the fastest at this moment, but it raises—I think it complements what the Chairman has said here about trying to find different ways of bringing this rail service together at O'Hare.

We certainly do have an abundance of rail lines. I guess that is why Chicago has its deserved reputation as a transportation hub, and if we could find ways to use them effectively for the taxpayers and move people, that is, I think, what we are all about.

Mr. LADD. In all fairness, one of the great impediments to doing the type of thing you are suggesting which I think is a well-deserved comment is that the suburbs for years have had a love affair with the highways. They have not been willing to divert any monies to transit. I think they finally have come to the conclusion that each new lane of new highway breeds two lanes of traffic, and that we cannot solve the problems with more ribbons of concrete.

In this particular project is the first time we have seen suburban communities step forward and say we want to take money from highways and put it into transit. That is a very significant development.

Mr. CARR. Well, we appreciate your testimony, the quality of it, the quality of your presentation, and look forward to working with you more on it. I would invite you to take a copy of the investment criteria the committee has put together and see if you can match up some figures and answer some questions in that regard, too.

Mr. LADD. We are already working on it, Mr. Chairman.

THURSDAY, MAY 6, 1993.

U.S. ROUTE 33 BYPASS (FAIRFIELD COUNTY, LANCASTER, OHIO)

WITNESS

HON. DAVID L. HOBSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OHIO

Mr. CARR. Our good friend and colleague from Ohio, Congressman David Hobson, welcome to the committee.

Mr. HOBSON. Thank you, Mr. Chairman. This is my first time. I am a new member of the Appropriations Committee, and a relatively new Member of Congress. This is a new experience for me, and I appreciate the opportunity to testify before you and Mr. Regula. I would like to request a million and a half dollars for preliminary engineering and traffic studies for U.S. 33 Bypass around the City of Lancaster in Fairfield County, Ohio.

In addition to my statement, I ask that the record include a letter of support from the mayor of Lancaster and a brief report on the project's description cost and justifications. U.S. Route 33 is the only highway in Ohio which serves the southeast part of the State and connects to the center of the State. It is a link between Interstate 270 around Columbus, Interstate Route 77 in West Virginia, and points south.

Historically this is an area which has been poorly served by highways, yet has experienced a tremendous growth in traffic, and I think it is time that we address this situation. On April 23, 1993, less than two weeks ago, Governor George Voinovich announced that $2.5 million in State funds had been approved to start preliminary plans on a Lancaster bypass for U.S. Route 33 and also for U.S. Route 22. This shows the importance the State places on the project. It also suggests a common sense approach where one solution could solve two related Lancaster transportation problems. One bypass for two routes would be the proverbial two birds with one stone.

Preliminary plans would show such an approach is feasible. The estimated cost of preliminary engineering traffic studies is $4 million, and the State has contributed more than 50 percent of the cost, and I am eager for the Federal Government to provide the remaining $1.5 million and the entire $4 million can be obligated in fiscal year 1994.

As a further indication of the State's interest in Route 33 is a plan to spend an estimated $18.5 million to reconstruct and add shoulders between the City of Lancaster and Franklin County, which is about 14 or 15 miles away. The bypass has been a priority of this community for years, and it is strongly supported by the Governor, the Mayor, the local State senator and local State representative, and it became a priority for me when I first learned that I was going to represent Fairfield County in Congress this new term.

In the redistricting that followed the 1990 census, Fairfield County was added to my Congressional District. Prior to 1993 this area was represented by our former colleague, Clarence Miller, distinguished member of the Appropriations Committee. The Lancaster Bypass was designated as a high priority corridor in last year's technical corrections bill to the Intermodal Surface Transportation Efficiency Act of 1991, ISTEA. The measure passed the House but never came to fruition in the Senate.

Route 33 is an essential corridor for Ohio and I would appreciate the committee's consideration of this $1.5 million request. It is really a bottleneck coming up from southeast Ohio out of West Virginia to try to get through this area. There are many times during the day that if there is an emergency vehicle attempting to get through this town from the south of this town to get to a hospital in Columbus or a fire, you can't get through here. It is just naturally clogged all the time, so I would request your assistance, Mr. Chairman, and that of the committee.

Oh, one other thing I might add. We worked all night. We got your new criteria, and sent it back to Ohio and they are looking at the criteria. They worked all night. They don't have all the answers yet, but they have a number of them, and they think it will very well fit the criteria that you have set down, but we just didn't have time to come here today with it, but we will have it in a couple days.

[The prepared statement of Hon. Hobson follows:]

DAVID L. HOBSON
7TH DISTRICT, OHIO

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ROOM 55
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(614) 654-5149

May 6, 1993

Statement of Congressman David L. Hobson
U.S. Route 33 bypass around Lancaster, Ohio

Mr. Chairman and members of the committee. As a new member of the House Appropriations Committee, I appreciate the opportunity to appear before you today to request **$1.5 million** for Preliminary Engineering and Traffic Studies for a **U.S. Route 33 bypass** around the City of Lancaster, in Fairfield County, Ohio. In addition to my statement, I ask that the record include a letter of support from the Mayor of Lancaster and a brief report on the project's description, costs, and justifications.

U.S. Route 33 is the **only** highway in Ohio which serves the southeast part of the state and connects to the center. It is the link between Interstate Route 270 around Columbus, Interstate Route 77 in West Virginia, and points south. Historically, this is an area which has been poorly served by highways yet has experienced a tremendous growth in traffic. It is time to address this situation.

On April 23, 1993, less than two weeks ago, Governor George V. Voninovich announced that $2.5 million in state funds had been approved to start preliminary plans on a Lancaster bypass for U.S. Route 33 and for U.S. Route 22. This shows the importance the state places on the project. It also suggests a common sense approach where one solution could solve two related Lancaster transportation problems. One bypass for two routes would be the proverbial two birds with one stone.

Preliminary plans would show if such an approach is feasible. The estimated cost of Preliminary Engineering and Traffic Studies is $4 million. The state has contributed more than 50 percent of the cost; I am eager for the federal government to provide the remaining **$1.5 million.** The entire $4 million can be obligated in fiscal year 1994.

A further indication of the state's interest in U.S. Route 33 is the plan to spend an estimated $18,500,000 to reconstruct and add shoulders between the City of Lancaster and Franklin County (Columbus).

The bypass has been a priority of this community for years. It is strongly supported by the Governor, the Mayor, the local State Senator, and the local State Representative. It became a priority for me when I first learned that I would represent Fairfield County in Congress. In the redistricting that followed the 1990 census, Fairfield County was added to my congressional district. Prior to 1993, this area was represented by our former colleague Clarence Miller, a distinguished member of the Appropriations Committee.

The Lancaster Route 33 Bypass was designated as a high priority corridor project in last year's technical corrections bill to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The measure passed the House but died in the Senate.

Route 33 is an essential transportation corridor for Ohio and I appreciate the Committee's consideration of this **$1.5 million** request.

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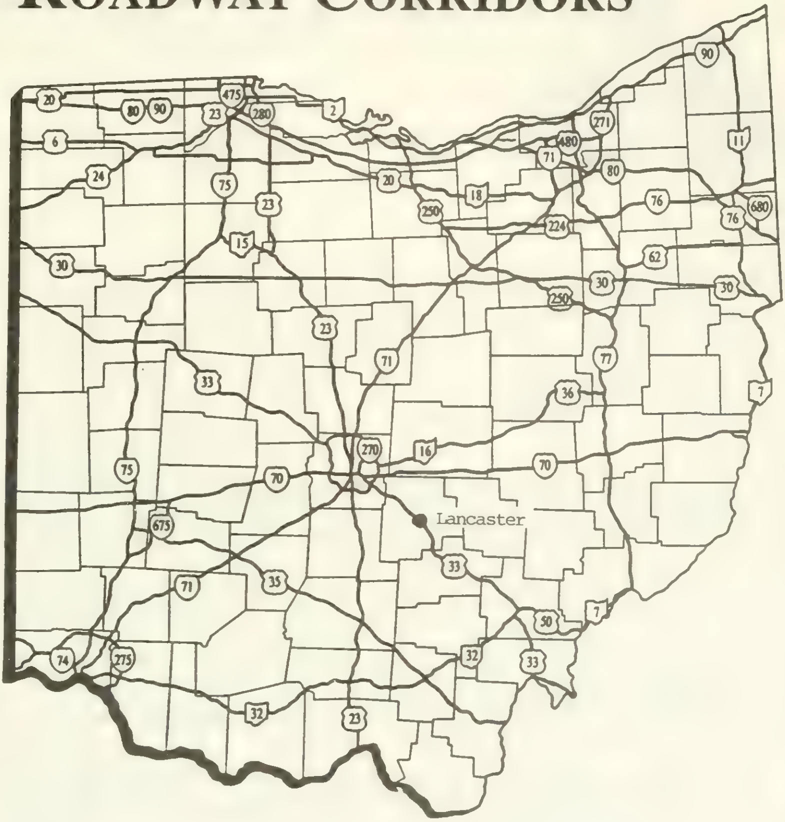
ROADWAY CORRIDORS



Key

—— Roadway Corridors

CITY OF LANCASTER
104 EAST MAIN STREET • MUNICIPAL BUILDING
LANCASTER, OHIO 43130
(614) 687-6600

OFFICE OF THE MAYOR

ART WALLACE
MAYOR

March 24, 1993

The Honorable David Hobson
U. S. Representative
77 S. High Street
11th Floor
Columbus, OH 43266

RE: United States Route 33
Lancaster, Ohio By-Pass

Dear Dave:

The U.S. 33 corridor provides an essential transportation link to and from southeastern Ohio. This highway is the major transportation roadway between Columbus, Ohio and all of southeastern Ohio. In addition, it is a major link in the state's transportation system between Columbus, Ohio, Interstate Route 77 and points south. The U.S. 33 corridor has been identified in the Access Ohio Plan as the only direct link between central Ohio and the southeastern section of the state. The tremendous increase in traffic in past years reflects the importance of the U.S. Route 33 corridor.

We have attached a report which includes some of the more important data relative to this project. The report is a summary and not intended to be detailed. The cost estimates provided are very preliminary and reflect 1993 costs.

It is our opinion that a U.S. Route 33 By-Pass will not only benefit the Fairfield County region and southeastern Ohio, but the entire state transportation system. If we can be of further assistance, please contact my office.

Sincerely,

Arthur M. Wallace
Mayor

AMW:LKH:sm
Encls.

UNITED STATES ROUTE 33

LANCASTER BY-PASS

FAIRFIELD COUNTY, LANCASTER, OHIO

March 24, 1993

The following summary report is intended to provide background concerning the critically needed U.S. Route 33 Lancaster By-Pass.

HISTORY

A U.S. Route 33 Lancaster By-Pass has been a traffic concern for much of the community, if not the vast majority of the community, since the late 1960's. The City of Lancaster funded an engineering study in 1969 which resulted in a "Corridor Study Report" in 1972. An "Environmental Impact Statement" was prepared for the alignment and a public hearing was conducted in early 1975. The recommended corridor, subject to adjustments in alignment, was selected. The project was halted by the Ohio Department of Transportation in early 1976 because of budgetary problems. In 1979 the City of Lancaster and Fairfield County agreed to fund the non-Federal share of the cost of a revised engineering study for the by-pass. In early 1981 an "Engineering Source Document" was completed. Various other required studies were completed in 1980 and 1981. The project was terminated prior to completion of the studies because of local financial considerations.

PROJECT DESCRIPTION

Previous studies, which may or may not apply at this time, involved the relocation and improvement of approximately 8.5 miles of U.S. Route 33 immediately adjacent to and partially within the corporate limits of the City of Lancaster, Fairfield County, Ohio. We would expect traffic studies to show that development since the previous source documents were prepared would require 10 miles or more of new roadway. The proposed facility, as previously planned, would be a four (4) lane divided highway consisting of two (2) 24-foot minimum roadways separated by a sixty (60) foot minimum median with limited access between termini. The project would begin at a point approximately 2 miles south of Lancaster, extend northerly or northwesterly (subject to appropriate engineering studies) to a juncture with existing U.S. Route 33 north of Hooker. In order to insure that the U.S. 33 By-Pass would serve the future needs of the State transportation system, traffic studies for other Federal and State routes which converge in Lancaster (U.S. Route 22, S.R. 188, S.R. 158, S.R. 37 and S.R. 793) should be completed to insure access needs will be included in the preliminary engineering. Where cost effective, design considerations for the U.S. Route 33 By-Pass should incorporate access provisions for some of these other highways.

COSTS

Because of the time that has elapsed since the previous studies were completed, development in the by-pass corridor, changes in traffic data, additional highway project development requirements and a host of other reasons, this proposed project would essentially have to begin anew and follow the highway development process. Based on previous studies and estimates, 1993 concept costs for this project are:

1. Engineering		
a. Preliminary Engineering & Traffic Studies	$ 4,000,000	
b. Environmental Reports	10,000,000	
c. Design Engineering	(Included in 1b)	
Engineering Subtotal		$ 14,000,000
2. Construction (1993 Cost Estimate)		$ 98,000,000
3. Land Rights Acquisition Allowance		$ 10,000,000
TOTAL FEASIBILITY COSTS		$122,000,000

TRAFFIC DATA

The following information reflects actual U.S. Route 33 traffic counts or estimates based on those counts. These are "average daily traffic counts" (ADT). The counts do not reflect the peak traffic volume that frequently occurs.

VOLUME YEAR	NORTH OF LANCASTER	SOUTH OF LANCASTER	LANCASTER MAXIMUM
1976	17,800	11,200	17,800
1980-82	21,500	13,700	24,000
1986-87	22,100	13,100	32,000
1990	28,800	15,000 (EST.)	35,600
1993	30,100 (EST.)	15,600 (EST.)	37,200 (EST.)
2003	35,000 (EST.)	18,900 (EST.)	45,200 (EST.)

The preceding year 2003 ADT projection is based on statewide averages. As can be observed in the traffic counts, because of the importance of U.S. Route 33 in the state system, the traffic volume increase is exceeding state average increases. Based on historical traffic volume increases for U.S. Route 33 a projected traffic volume will be:

VOLUME YEAR	NORTH OF LANCASTER	SOUTH OF LANCASTER	LANCASTER MAXIMUM
2003	39,000 (EST.)	18,500 (EST.)	52,100 (EST.)

The need for traffic relief, based on either projection, is quite obvious.

PROJECT SCHEDULE

Because funding has yet to be secured, no project schedule has been developed. Based on similar projects, eight (8) to ten (10) years would be needed to begin and complete this project if the project is expedited.

UNIQUE FEATURES

U.S. Route 33 is the only direct thoroughfare from central Ohio through southeastern Ohio. It has been identified as the roadway corridor through southeastern Ohio by the Access Ohio study. It is a major link in the State's transportation system between Columbus, Ohio, Interstate Route 77 and other destinations south. U.S. Route 33 through Lancaster has become the major bottleneck in that corridor. Through traffic, combined with local traffic during peak traffic hours, results in virtual traffic jams. Cross traffic on other City streets (including Federal Route 22 and some of the State routes previously mentioned) backs up and results in traffic jams on cross streets. There are thirteen (13) signalized intersections that U.S. Route 33 traffic must pass through. In addition, much of U.S. Route 33 within Lancaster is commercially developed with numerous business access/egress points.

JUSTIFICATION

A previous engineering study completed in 1981 showed that time saved to motorists, gasoline savings, vehicular wear savings and accident reduction resulted in a benefit cost ratio of 2.31. A benefit cost ratio which exceeds one (1) shows a project is economically justified. We would expect this project to have a higher benefit cost ratio because of the significant increase in traffic volume. The economic benefit to Lancaster, Fairfield County and the southeastern section of the State (even though it cannot be projected) may well exceed the measurable benefits previously discussed. The U.S. Route 33 corridor is an important transportation mode for growth and development in the State. Although this project will have some expected resistance, it has broad based local support of the community and support of others in central and southeastern Ohio. There are very few major thoroughfares with such regional importance that pass through the commercial center of a city the size of Lancaster. The need has existed and exists today for a U.S. Route 33 Lancaster By-Pass.

Mr. Carr. Well, we appreciate that. As I said in my press conference yesterday, the criteria is something we are really interested in. We don't know that we will be able to apply it fully this year because of the time compression that we are operating under. We appreciate the effort that the officials in Ohio would make to answer the inquiry, but it is not a pop quiz and there are no right answers or wrong answers. It is just trying to elicit data upon which we can make judgments.

The only thing I would note is that we—in the three hours this morning I think we have probably gone over $300 million worth of requests.

Mr. Hobson. I know.

Mr. Carr. And so far our total requests are standing at about $2.4 billion, and we have all day today and all day tomorrow to go. We are going to have a billion dollars to divide up, so it is going to be very tough. Mr. Regula, do you have any questions?

Mr. Regula. Thank you, Mr. Chairman. I would just reinforce the statement of the gentleman from Ohio. I happen to know the area personally although it is quite some distance from my district. I think this is a project that will fit the criteria very well because it does have a very substantial economic impact. It does serve not only Route 33 but a number of other arteries coming into that. I notice that as early as 1981 in a study it showed the economic benefit cost ratio 2.31 to 1, and that is a pretty high ratio of benefit.

I think this is the type of project that we would hope to support because it does have a very substantial benefit economically as well as in relieving congestion. I know that the State of Ohio is quite interested in the criteria and feel that they want to apply those standards to projects that we request. I think the gentleman has pointed out that they worked all night to provide that information.

Mr. Hobson. The other thing I might say, too, Mr. Chairman, is that that sensitivity to money, we tried to anticipate somewhat, and that is why the State, we encourage them to step up and take most of the burden on this, and I understand the sensitivities to the dollars.

Mr. Regula. I think this is a good example of the criteria that we have developed under your leadership that is going to, I think, be very worthwhile in evaluating this because even within the State of Ohio there are many competing projects and, nationally, as you have already pointed out, there is an abundance of requests.

Mr. Carr. Mr. Wolf.

Mr. Wolf. I have no questions. Good to see you.

Mr. Carr. My only question is how are they contemplating swinging this bypass?

Mr. Hobson. At the present time I think it is west.

Mr. Carr. Now, I note on the map I have that 159 and 22 are designated as the scenic highway.

Mr. Hobson. Twenty-two would be scenic further out of Lancaster and probably the other way east out of Lancaster also into the hills as you get into the more Appalachia. I don't know that they are scenic right where this would swing. This won't swing way outside the——

Mr. Carr. Well, my map, and I am just looking at a road atlas, 1993 Road Atlas put out by AAA. It shows that 22 and 159–22 going east and 159 going west out of Lancaster are scenic highways which raises the question, is there a potential problem, environmental problem?

Mr. HOBSON. Well, that is why——

Mr. CARR. Is there a scenic easement in that corridor at all? You might add those to the questions we have asked.

Mr. HOBSON. I don't know. We will have to look at that. I think the scenic part of this would not—of this area would not be intruded by where they intend to place this, but as you get further out certainly it would because you get into the hills of Ohio which are on the seal of the State of Ohio, that is where this all came from, down in this area, but the placement of it is to the west.

Mr. CARR. All I am pointing out is if it is to the west, 159, the State Highway 159 is designated by AAA as a scenic highway, and it raises the question whether it has some kind of State or Federal designation for which there might be a bit of a problem.

Maybe you could have them answer that.

Mr. HOBSON. We most certainly will, Mr. Chairman.

Mr. CARR. Thank you for being here. Appreciate it.

Mr. HOBSON. Thank you, Mr. Chairman.

THURSDAY, MAY 6, 1993.

FRONT DOOR DEMONSTRATION PROJECT (COLUMBUS, INDIANA)

WITNESSES

HON. PHIL SHARP, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA

ROBERT STEWART, MAYOR, CITY OF COLUMBUS, INDIANA

SHERRY STARK, DEPUTY MAYOR, DIRECTOR OF COMMUNITY DEVELOPMENT

DAVE HAYWARD, CITY ENGINEER, FRONT DOOR COMMITTEE MEMBER

FRED MEYER, ARVIN INDUSTRIES

WILL MILLER, CUMMINS ENGINE CO.

DICK JOHNSON, CHAIR, FRONT DOOR COMMITTEE MEMBER

HUTCH SCHUMAKER, FRONT DOOR COMMITTEE MEMBER

RICH STENNER, DIRECTOR, COLUMBUS 2000

Mr. CARR. Our next witness is my good friend from Indiana, Phil Sharp. I am going to ask Chairman Sharp to make the introductions of the guests he has brought with him.

Mr. SHARP. Thank you very much, Mr. Chairman, and Mr. Wolf. We have been before your subcommittee twice before prior to your elevation to leadership here, which I am delighted to see, and am very impressed with your approach to establishing criteria by which to judge the many requests, because you know more than most, the nightmare of the absence of money and the enormous need out here.

I want to indicate very quickly that we have with us several people from the City of Columbus as a demonstration of the depth of the kind of support that we have here, and I will introduce those at the table in just a moment, but also with us are Sherry Stark, who is the Assistant Mayor; Will Miller from Cummins Engine;

Fred Meyer is in the room from Arvin Industries; Hutch Schumaker, who has been a key leader in part of the Front Door——

Mr. CARR. You brought the choir today.

Mr. SHARP. This is the choir, the orchestra and the whole works, Mr. Chairman. We have Dick Johnson, a local businessman and leader on this and David Hayward, the city engineer, as well as the Mayor, Bob Stewart, who is going to speak to you briefly here, and his back up, Rich Stenner, who is our data man on this.

Mr. Chairman, as I have testified before and you folks have been very generous in helping us on this project, we are ready to go forward with the construction money and considerable work has been done on this project to date, and we wish to construct and complete it in the next year and a half to two years. I think the key thing that I would remind the subcommittee of is the extraordinary nature of this community and the relevance of this project to it.

This is a community of extraordinary leadership and unusual public participation in so many areas, whether it is in being a health care regional center, whether it is developing employment training, whether it is in the arts and education, and in this case we are talking about an approach from the interstate into the community, the original design of the exit off of Interstate 65 was grossly inadequate to the growth of this area and this community, and instead of just concentrating on rearranging the normal process there in the area, this community went through a very extensive public planning, public participation to develop an entire corridor here, and I believe you have before you, if not we will make sure—yes, you are looking at it now, the extent of these plans.

Obviously that reaches far beyond the specifics of the project we are asking the money for, but this participation continues today and will in the future, and things are redesigned as the community expresses its wishes on it. We have very strong interaction between Republicans and Democrats involved in this, between public and private leaders, and we have representatives of all of those situations here. The State government is involved, and this is a mecca for architectural students around this country in this community where we have more buildings built by prominent architects in the world than anywhere in this country. This is only a community of 40,000, and to be honest about it, we think we are going to have highway engineers and all sorts of community planners coming. They do for other reasons at the moment, but they will on this project alone because the community advancing its own funds has brought in additional talent to design these and so we hope it will have relevance to other communities around the country.

Indeed, I think it more truly meets the honest statement of national demonstration project whereas you know and I know over the years each of us have believed fervently that our area is the demonstration of the national will and what not, but, in fact, sometimes it is a little hard to objectively claim that, but here I think you will see that this will have relevance beyond our area.

With that, excuse me for taking so much time, I would like to introduce the distinguished mayor of our community who is a key leader in making things happen.

[The prepared statement of Hon. Sharp follows:]

PHIL SHARP
[illegible]

2217 Rayburn House Office Building
(202) 225-3021

Congress of the United States
House of Representatives
Washington, DC 20515-1402

TESTIMONY BY THE HONORABLE PHIL SHARP
BEFORE THE TRANSPORTATION SUBCOMMITTEE OF THE
HOUSE APPROPRIATIONS COMMITTEE

MAY 6, 1993

Mr. Chairman, and the distinguished members of this panel, I want to thank you for your past support for the "Front Door" demonstration project coming into Columbus, Indiana, on Indiana State Road 46 from I-65.

Today, along with a host of Columbus community leaders, I am asking for your continued support of this important transportation project.

I want to introduce to you the Honorable Robert Stewart, the Mayor of the City of Columbus, to provide you a brief description of the project's progress and its great prospects. With Mayor are: Ms. Sherry Stark, the Deputy Mayor of Columbus and its Director of Community Development; Mr. Dave Hayward, the City Engineer and a member of the community's Front Door Committee; Mr. Dick Johnson, the Chairperson of the Front Door Committee; Mr. Hutch Schumaker, a member of the Front Door Committee, Mr. Fred Meyer, representing Arvin Industries; Mr. Will Miller, Representing Cummins Engine Company; and Mr. Rich Stenner, the Director of Columbus 2000.

As I have told you before, Columbus, a community of approximately 30,000, is known for its community spirit and expert planning. I know of few other cities of similar size that have the ability to bring the public and private sectors together behind a project to benefit the community as a whole and then to be so successful in accomplishing it. Columbus leaders conduct extensive needs assessments, solicit community input, use local people and bring in outside experts to complete the tasks they determine are important. They are well positioned to demonstrate to other communities how to handle issues facing smaller cities.

The Front Door project refers to the reorientation of the city that has taken place since the Columbus exit from Interstate 65 on S.R. 46 was built. The project includes improvements to the interchange at the interstate, new roadway on a flood plan, a new bridge over the White River, and major repairs to another. It is part of a larger local initiative, known as Columbus 2000. While the most frequently used exit from the city before the interstate was further north, heavy development has occurred along the S.R. 46 due to its close proximity to downtown. The resulting congestion and safety problems are the reason why this demonstration is needed.

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

Other communities were similarly by-passed when the interstate system was developed. Local officials in many other communities will use the information developed through this experience. It will provide a significant boost to local efforts for community and economic development.

The concepts developed by the Front Door project are already being recognized beyond the community. It has served as the focal point for meetings held by the Indiana Architects Association and the Indiana Landscape Architects Association. Also, a number of professional periodicals have reported on the findings and concepts developed by the Columbus project team.

I am enclosing additional information describing the project.

Major progress has been made on the project over the past year. The community has held public meetings on the project design and endorsed the conceptual design. The lead engineering firm and design team was selected and is under contract. Interchange design is selected, and right-of-way rights have been purchased. While bridge work is underway, construction of the interchange and roadway work is expected to underway in early 1994.

The Front Door project has been authorized under the recently enacted Federal Highway Improvement legislation and has been designated a total of $11.675 million in demonstration funds. Another $3.0 million in ISTEA demonstration monies has been applied by state highway officials. (The total project costs are estimated to be $46.5 million).

I am respectfully requesting that the Committee designate $15.6 million in demonstration funds. As in the past, I request that this demonstration project be funded without reducing the State of Indiana's allocation of federal highway monies.

Again, the citizens of Columbus, and I appreciate the Committee's support in the past. If you have any questions about my request, please let me know.

Thank you.

COLUMBUS, INDIANA • FRONT DOOR PROJECT • 1993 OVERVIEW

MISSION

The Front Door Project's mission is to create an efficient, safe and effective entryway to Columbus, Indiana, in a manner that will demonstrate to federal and state agencies and to other communities how interstate highway system "front doors" might be improved both in safety and as economic assets to the adjacent cities

Several considerations led to this mission.

- Construction of the interstate highway system in the 1960's created new "front doors" for many communities.
- Heavy use of these interstate highways has drawn people away from cities that formerly benefitted from through traffic
- A strong physical, social, economic and visual link is needed to connect newly developing suburban areas near the interstate interchange with the traditional center of the city—the downtown.
- Most importantly, serious safety issues for vehicular and pedestrian traffic make this Front Door Project our highest community priority.

OBJECTIVES

The Columbus Front Door Project will demonstrate solutions to common problems through use of standard highway elements — solutions that can be replicated in other communities with similar problems

- Correct serious pedestrian and vehicular safety hazards.
- Correct traffic back-up and safety problems at the interchange, maintain traffic during rehabilitation.
- Define commercial access points and the interchange commercial areas.
- Move vehicles through the State Road 46 corridor more efficiently
- Improve safety through lighting of the corridor.
- Strengthen the link to the downtown and full community
- Encourage private commercial and economic development.
- Create a distinctive gateway entrance to the community
- Improve signage and landscaping throughout the corridor.

DESIGN SOLUTIONS

- An efficient and cost effective new single-point urban interchange.
- A safe pedestrian system, separate from but integrated with the traffic system.
- Safe, lighted pedestrian walkways across the highway corridor.
- Lighting throughout the parkway corridor.
- Coordinated medians along State Road 46, with turn lanes and signalization.
- Signage and landscaping along the parkway and interchange, with special treatment in the commercial areas.
- Use of lighting, color, signs and landscaping to integrate the commercial areas and to link the corridor area into the downtown and community as a whole.
- Demonstrate innovative new idea to maintain traffic during interstate overpass rehabilitation and improvement with proposed bridge structure.

RECENT PROGRESS

- $7 million in non-federal match is identified and committed; May, 1993.
- Second Street Bridge groundbreaking, May, 1993.
- Right-of-way purchased for State Road 46 road widening west of I-65, May, 1993. (Construction scheduled for fall, 1993).
- Cost-effective and efficient interchange design selected; April, 1993.
- Construction plans underway and revised cost estimates prepared for elements of Front Door Project; April, 1993.
- Lead engineering firm and design team chosen and contracted. This team is preparing construction plans and specifications; December to March, 1992.
- Master plan for project completed; August, 1992.
- Community endorsement of Front Door master plan at public meeting presentation and input session held July, 1992.

COLUMBUS, INDIANA • FRONT DOOR PROJECT • 1993 OVERVIEW

① SR-46 west of I-65 will be widened and improved as a coordinated element of the Front Door project, managed by the Indiana Department of Transportation. Anticipated project costs: $3 million (Indiana Transportation Finance Authority bond issue proceeds). These funds will provide part of the match on the federal demonstration project. Construction begins in the fall of 1993.

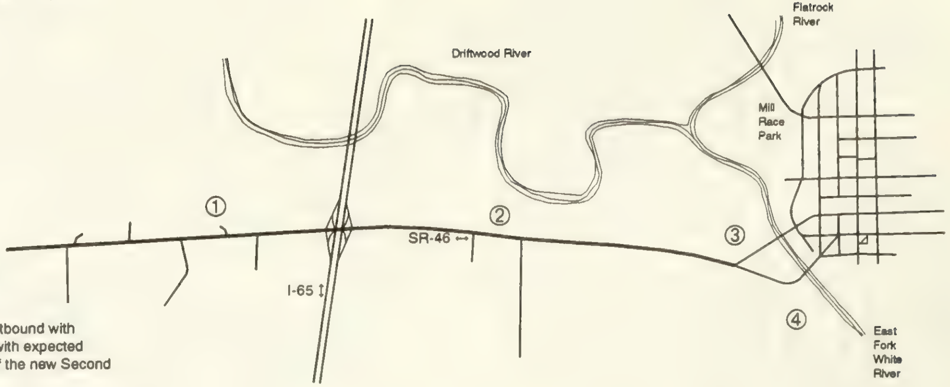
② The federally funded elements of the Front Door Demonstration Project will be approximately $30.5 million, as follows:

0.558	master plan
2.721	engineering design
10.822	interchange
16.234	parkway (safety, roads, trails, lighting)
0.200	right-of-way
30.535	total

To date, Congress has approved $14,975,000 million in federal demonstration project funds. The project requires $15,560,000 more in FY 94. $7 million of non-federal funds are committed to other elements of the Front Door project. 92% of the non-federal match is identified and committed. Construction begins in the spring of 1994.

③ Third Street Bridge rehabilitation. Three lanes one-way westbound with an additional two-way pedestrian lane. Federal-aid project with expected cost of $2.3 million. Construction begins upon completion of the new Second Street Bridge.

④ New Second Street Bridge and related roadway expenses — state highway, federal highway, state lottery, and local funding; total cost approximately $10.6 million. Some bridge expenses, funded by $3.5 million of Build Indiana Funds and $500 thousand of state, local and private funds, will be used to match federal demonstration funding. Construction begins in May of 1993.



Mr. Carr. Mayor, welcome.

Mr. Stewart. Thank you, Mr. Chairman, Mr. Wolf, members of the subcommittee. I am pleased to appear before the panel today with our good Congressman, Phil Sharp. As Congressman Sharp has mentioned, we are here to request your support for a transportation investment that is vital to our community, the Front Door Project. It started just over two years ago. The Front Door Project is designed to demonstrate innovative and effective solutions to a situation facing many communities. The common problem arises from the construction of interstate interchanges that often reorient communities away from their downtowns and traditional routes of travel.

This is exactly what occurred when Interstate 65 opened up near Columbus. Before that time most commerce and traffic in our community flowed from north to south through downtown. Since the completion of the I–65 and State road 46 interchange on the western edge of town, much of this activity has shifted to an east to west access. As a result of this new orientation, our downtown was disconnected from one of the community's fastest growing areas. Business which previously located in the city's center was now drawn to the new interchange. The lure of the interstate virtually overwhelmed the commerce traffic and development patterns that had existed in Columbus for generations.

The twin side of this new reality was an explosion of growth in the area immediately surrounding the interchange. Over a very short period of time the fields gave way to hotels, retail and restaurants. Columbus, like so many other communities, could not fully envision the traffic, safety and zoning issues that would result. Don't get me wrong. We realize that the alternative to an interstate interchange, being bypassed, can be much worse. At the same time, we need to learn how to get the most out of this relationship between interstates and smaller communities. That is the national demonstration purpose behind the Front Door Project.

Today I am pleased to report that we are well on our way towards achieving these goals. With the outstanding support of Congress, the Federal Highway Administration, and the State of Indiana, we have completed a project master plan and are now moving into the engineering phase. Most importantly, we have secured commitments for the full non-Federal funding requirements of the Front Door Project.

Using standard highway elements that can be replicated easily, the design team has identified solutions to the safety, congestion, and integration challenges throughout the project area. Our design includes an efficient and cost-effective single point urban interchange. This will reduce traffic backup and related safety problems at the intersection of I–65 and State road 46. The highway corridor leading to the interchange will be equipped with turn lanes and signalization to organize commercial and user traffic in the business areas. Safety will be served as well for the installation of an integrated pedestrian system. As you may recall, we have had a number of unfortunate accidents and fatalities involving people walking across this corridor.

Lighted walkways will be constructed over the highway to dramatically reduce this risk. Arterial road and bridge improvements round out the project, all of which will be tied together and linked with the downtown through the innovative use of corridor lighting, color, signs, and landscaping. Additional details are contained in a report submitted by Congressman Sharp. As I mentioned before, the Front Door Project is well into the engineering phase. Construction is beginning on the outlying elements.

During fiscal year 1994, we expect to complete plans and specifications and proceed with construction, contracting on the entire project. In order to complete Federal funding for the project, we request $15.6 million in fiscal year 1994. We are committed to keeping the Front Door Project on schedule and to making every effort to control costs. As you can see from the Columbus group assembled here today representing local government, business, interested citizens, we have a consensus necessary to carry through.

Thank you for this opportunity to make our request, and we are pleased to respond to any questions.

[The prepared statement of Mayor Stewart follows:]

Testimony

of

HON. ROBERT N. STEWART

MAYOR
COLUMBUS, INDIANA

before the

SUBCOMMITTEE ON TRANSPORTATION

COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES

May 6, 1993

Mr. Chairman, Mr. Wolf, Members of the Subcommittee, I am pleased to appear before the panel today with Congressman Phil Sharp. As Congressman Sharp has mentioned, we are here to request your support for a transportation investment that is vital to our community -- the Front Door project.

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The twin side of this new reality was an explosion of growth in the area immediately surrounding the interchange. Over a very short period of time, the fields gave way to hotels, retail, and restaurants. Columbus, like so many other communities, could not fully envision the traffic, safety, and zoning issues that would result.

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Thank you for this opportunity to make our request. I am pleased to respond to any questions.

Mr. SHARP. Mr. Chairman, as you know this has both been authorized and you folks have appropriated to get us to where we are today.

Mr. CARR. What is the total cost?

Mr. STENNER. The Federal elements of the demonstration project are $30 million. The total cost of the project is $46.5 million. That is shared by the State, the Federal, and the local governments.

Mr. STEWART. $14,975,000 in demonstration project funding has already been set aside. Seven million in non-Federal funds are committed to the project as match and seeking today $15,560,000 to allow us to construct our project beginning in the spring of 1994, Federal fiscal year 1994.

Mr. CARR. What county is Columbus in?

Mr. STEWART. Bartholomew.

Mr. CARR. Is your district number 2?

Mr. SHARP. Right, just south of Indianapolis, you go down I–65.

Mr. CARR. I am trying to correlate a map here with members districts.

Mr. SHARP. Congressman Hamilton, this is originally his home area, and he represents an area in the southern part of the county as well as to the west. He has expressed to the committee many, many times his great interest in this project as well.

Mr. CARR. Right. Does this project lie entirely in your district?

Mr. SHARP. Yes, I think that is correct.

Mr. Chairman, we are getting close to the boundary there, but——

Mr. CARR. Well, as you have noted, we also are asking our friends to answer some questions about investment criteria. This is an effort on our part to more finely hone and justify decisions. We won't get into full swing on the use of these criteria until next year, but we would appreciate it if you have the opportunity to look through the criteria and maybe even give us some comments on them.

Mr. STEWART. This does affect three congressional districts because workers and people seeking the destination of Brown County and Columbus go into three different districts when they come off this interchange.

Mr. SHARP. This is a community, as the mayor often says, which doubles its population during the day because of the folks that drive for miles around to work, but, Mr. Chairman, with respect to your criteria, we will certainly reformulate our information in a way that is presented to answer your questions because I applaud that effort you are making to do that because we all know that we have to exercise considerable fiscal discipline in this country, and while many of us see a very high priority in transportation expenditures at this point for economic reasons, and that is one of the key arguments, of course, here for our community is economic development.

We recognize the wisdom and the folks that come from this leadership, many of whom are fiscally conservative Republicans, believe very strongly that that should be done, so I have no doubt we will get full cooperation to do that, Mr. Chairman.

Mr. CARR. Thank you so much for being here. We really appreciate it.

Mr. SHARP. Thank you very much.

THURSDAY, MAY 6, 1993.

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

BROWNSVILLE RAILROAD RELOCATION PROJECT

WITNESSES

HON. SOLOMON P. ORTIZ, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

TOM NISKALA, GENERAL MANAGER, CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

Mr. CARR. Our next witness is our good friend from Texas, Congressman Ortiz.

Mr. ORTIZ. Thank you, Mr. Chairman.

Mr. Chairman, we thank you for this opportunity to testify in support of the request from the Corpus Christi regional transportation authority for $7.76 million in Federal support for a group of transit projects. I know the schedule for today's hearing is very full, so I will only make a few brief remarks and then introduce Mr. Thomas Niskala, the general manager of the RTA who will make a detailed statement on these proposed projects.

Also I understand that project descriptions and justifications have been given to the subcommittee staff and I ask with your permission, Mr. Chairman, that these materials be included in the record as they make a compelling case for Federal financial assistance.

The first two, the acquisition of an automatic vehicle locator system and the purchase of small advanced design buses are innovative and I believe will have national significance. The other two projects, the purchase of alternative fuel buses and the construction of a bus maintenance facility in order to maintain and improve transit service in the Corpus Christi region.

I want to comment briefly on the two innovative projects. The automatic locator project will demonstrate to our medium and small-sized transit operators around the Nation that there are substantial benefits associated with this new technology.

The project will contribute to the development of the National Intelligent Vehicle Highway System program initiative. The advanced design bus project will help provide the initiative to develop the specifications and productions of a small bus that will be superior to vehicles now available. Their performance will be tested in Corpus Christi. The advanced design buses will then be available for purchase by other transit operators across the Nation.

It will require considerable skill to successfully manage these two demonstration projects. I believe that Tom and his staff have this capacity. Tom not only is a very competent manager of our local transit system, but is recognized as a leader among general managers in the Nation, as you can see from reading Attachment 3 to the automatic locator project description.

Again, Mr. Chairman, thank you for the opportunity to testify. I would also like to submit written testimony regarding an additional project which is planned in my congressional district. Let me now, with your permission, introduce to you Tom Niskala to make a brief statement.

[The prepared statements of Hon. Ortiz and Tom Niskala follow:]

TESTIMONY BY CONGRESSMAN SOLOMON ORTIZ BEFORE THE HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE ON MAY 6, 1993

Thank you Mr. Chairman, for this opportunity to testify in support of the request from the Corpus Christi Regional Transportation Authority for $7.76 million dollars for a group of transit projects.

I know the schedule for today's hearing is very full, so I will make brief remarks and then introduce Tom Niskala who will make a short additional statement on the proposed projects.

Detailed project descriptions and justifications for the projects have been given to the Subcommittee staff. I ask, with your permission Mr. Chairman, that these materials be included in the record.

The Authority is requesting funds for four projects. The first two, the acquisition of an Automatic Vehicle Locator system and the purchase of small advanced design buses, are innovative, and I believe will have national significance. The other two projects, the purchase of alternative fuel buses and the construction of a bus maintenance facility are needed to maintain and improve transit service in the Corpus Christi area.

I want to comment briefly on the two innovative projects.

The Automatic Locator project will demonstrate to other medium and small sized transit operators around the nation, that there are substantial benefits associated with this new technology. The project, I believe, will contribute to the developing national Intelligent Vehicle Highway System Program.

The advanced design bus project will develop the specifications and purchase several small buses which will be superior to any buses now available. Their performance will be tested in Corpus Christi. The advanced design buses will then be available for purchase by other transit operators across the nation.

It will require considerable skill to successfully manage these two demonstration projects. I believe that Tom and his staff have the capacity. Tom is unwilling to brag on himself, but I can do so in good Texas tradition. Tom not only is a very competent manager of our local transit system but is recognized as a leader among General Managers in the nation, as you can see by reading Attachment 3 to the Automatic Locator project description.

Again, thank you Mr. Chairman, for the opportunity to testify today. Let me now, with your permission, ask Mr. Tom Niskala to make a brief statement.

TESTIMONY OF TOM NISKALA, GENERAL MANAGER OF THE CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY, BEFORE THE HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE

MAY 6, 1993

Thank you Mr. Chairman and Congressman Ortiz.

The Authority is requesting $7.76 million dollars in federal assistance for four transit projects.

The first is a request for $1.5 million for the purchase and installation of an automated vehicle locator system which uses an existing radio system, satellite technology, and equipment on each bus to continually monitor the position of each vehicle. The monitoring of bus location facilitates "on time" performance, helps locate the bus in case of an emergency, and permits real time passenger information to be displayed at major bus stops. The system will be particularly helpful in dispatching and routing buses which serve the disabled, which do not follow a set schedule, but rather are dispatched on demand. The cost is relatively low because almost $1 million dollars already has been invested in a modern radio communication network which can be used to support the AVL system. The transit AVL system will be linked to a system for fire, police and emergency medical vehicles. The AVL project will be thoroughly evaluated for potential application in other areas of the nation. The automatic vehicle locator system not only would improve transit service available for residents of the Corpus Christi area, but also demonstrate to other small and medium sized transit operators around the nation how transit operations can contribute to the federal objective of creating an Intelligent Vehicle Highway System.

The second is a request for $3 million to develop the specifications and to purchase nine advanced-design small transit buses. Small buses are used to provide paratransit service to disabled individuals, to provide local collector and distributor service for transit riders who transfer to full-sized express buses to complete their journey, and to provide service to tourists in congested locations. None of the small buses presently manufactured can meet Corpus Christi's and many other transit operators' needs. A bus is needed less than 30 feet in length with 1) a low floor capable of utilizing ramps for loading passengers in wheelchairs, 2) the use of lightweight materials for construction which reduce fuel consumption and increase the range of engines which can power the bus, 3) engines which can be powered by alternative fuels, and 4) buses constructed from standard truck components which will reduce construction and maintenance costs. I believe up to nine prototype buses can be produced with these characteristics which will permit the Corpus Christi Regional Transportation Authority to improve service, reduce costs, and reduce air pollution. These advanced-design buses will then be available for purchase by other transit operators around the country. The availability of an advanced-design bus, which fully meets the needs of transit operators, will position manufacturers in the United States to better compete against foreign manufacturers. The non-federal contribution will be one-third of the total project cost, substantially overmatching the 20 percent minimum.

The third is a request for $2.26 million to convert our bus fleet from diesel fuel to natural gas (NG). This change will meet the requirements of the Federal Clean Air Act and the 1989 Texas fuel initiative legislation. The funds would be used to make ventilization and other safety improvements in our fueling operation, construct a new fueling island, and assist in meeting the incremental cost of NG powered buses (about $60,000 additional per bus) compared with conventional diesel buses. This project will result in the operation of about 35 percent of our fleet with NG fuel. This project will create a substantial number of job opportunities, both in Corpus Christi and at bus manufacturing plants around the country. The minimum ten percent match will be increased to fifteen percent.

The fourth is a request for $1 million for a bus maintenance facility. This facility would be used by private contractors who operate buses under contract with the Authority. Maintenance is now being done at an independent leased location which increases operating costs. Bus maintenance (and fueling) can be done more efficiently, and at substantially less cost, at a new consolidated facility.

If the Subcommittee can include $7.6 million dollars for these projects in the FY 1994 Report, the Authority will promptly convert these funds into procurement contracts, thus creating needed construction jobs in Texas, and bus manufacturing and other high tech jobs located in Texas and elsewhere within the United States.

I understand, Mr. Chairman, that you and other Members of the Subcommittee are skeptical that state highway departments and transit operators can swiftly turn federal appropriations into grants, contracts and jobs needed to speed economic recovery. The Authority has proved it can move federal projects quickly. For example, funds were appropriated last year for bus transfer facilities in Corpus Christi. Contracts have been let on the largest downtown facility, construction is underway, and jobs have been created to help speed economic recovery. Land has been acquired, engineering completed, and work will begin on three smaller transfer facilities by the last quarter of this year.

Thank you very much, Mr. Chairman, for this opportunity to testify in support of a $7.76 million dollar request for transit projects.

I know, Mr. Chairman, that funds will not be available to satisfy all of the requests presented to the Subcommittee, and that the Subcommittee will have to make choices among competing projects based on the merits. In the project descriptions and justifications for federal funds, and in the response to Congressman Wolf's questionnaire (which have been made part of the record), we have done our best to provide the information the Subcommittee needs. I believe we have projects which merit the Subcommittee's support. If you have questions, we would be glad to try to answer them now, and to supply additional information.

PROJECT DESCRIPTION AND JUSTIFICATION FOR FEDERAL SUPPORT FOR AN AUTOMATIC TRANSIT VEHICLE LOCATOR SYSTEM FOR THE CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

MAY 3, 1993

Description of the Project

The Corpus Christi Regional Transportation (CCRTA) proposes to equip its fleet of 120 buses and supervisory vehicles with an Automatic Vehicle Locator System (AVL). The system will provide bus location information using the Global Positioning System (GPS). The location of each bus and vehicle is determined by a GPS receiver and will be transmitted by navigation satellites to a control center. Information about the location of buses will be used to a) dispatch, schedule, and route buses; b) increase safety by allowing the bus driver to summon emergency vehicles in case of an emergency; c) provide displays at bus stops, which will provide useful information to transit riders; and d) provide useful information for the maintenance of vehicles and for route planning. The transit AVL system will be linked to a compatible system for fire, police, and emergency medical service vehicles. The project consists of the acquisition and evaluation of the AVL system. Attachment 1 provides a more detailed description of the project.

Federal Funds Requested

The total project cost is $1.884 million. The CCRTA is requesting that $1.5 million be included in the Committee Report on the FY 1994 Transportation Appropriation Bill for the purchase and evaluation of an AVL system. The local contribution will be $.384 million, which is 20 percent of the project cost. The local contribution will be financed from the proceeds of a 1/2 percent sales tax made available to the CCRTA by a referendum passed in 1985. The CCRTA will not seek additional Section 3 funds for the project. Attachment 2 identifies the components of the project budget.

Status of the Project

An application (TX-03-0165) is pending before the Federal Transit Administration (FTA). The project is excluded from environmental requirements by FTA regulation. The project is supported by local officials and by the general public. If included in the FY 1994 Report, FTA approval of a grant can be expected by the end of calendar year 1993, and a contract can be let by the end of January 1994.

Merits of the Project

1. An AVL system will improve service to transit riders, improve the safety of bus drivers and riders, reduce operating costs, and provide valuable information for planning and other purposes. Service to transit customers will be improved in several specific ways. First, buses will be able to respond in real time to requests for service from disabled individuals

because buses and vans can be dispatched while enroute to pick up other passengers. Without an AVL system, disabled individuals must request service 24 hours in advance of pick-up. Second, adherence to published, fixed-route schedules will be continuously monitored, thus increasing the reliability of service. Third, real time information useful to riders will be available about the arrival times of buses at particular bus stops. Fourth, information useful in the evaluation of routes and for the maintenance of vehicles will be generated, including for example, the pattern of origins and destinations of riders, and the operating condition of vehicles. In addition, an AVL system will increase the effectiveness of transit and other vehicles to help evacuate the general public in the event hurricanes threaten the Corpus Christi area.

2. The AVL technology will be evaluated to determine its potential application to other medium-sized transit operations around the country. The potential use of bus navigator equipment in private vehicles will be evaluated, thus linking the Corpus Christi transit AVL project to the ongoing development of the national Intelligent Vehicle Highway System (IVHS) Program. The application of AVL technology in the Corpus Christi setting will be evaluated by a peer group, including representatives of the FTA, the Federal Highway Administration, the American Public Transit Association, other transit operators and AVL experts. In addition, the Texas Transportation Institute will be retained to evaluate the system. The evaluation will include the costs and benefits and promising improvements to the Corpus Christi system, and the potential for application of transit AVL technology in other medium-size areas. The utility of linking transit with police, fire and medical vehicles and private automobiles will also be evaluated. The expectation is that the Corpus Christi demonstration will make an important contribution to the national IVHS research and demonstration effort.

3. The cost of the Corpus Christi project is relatively low because a relatively small number of vehicles will need to be equipped with GPS receivers (about 120 buses and paratransit vehicles would be equipped), and because a substantial investment has already been made in radio and communications equipment which can be used for the AVL project. In 1989 the CCRTA and the City of Corpus Christi invested $.93 million to install a state-of-the-art, 800 mhz trunked radio system, which presently is linked to 1,500 radio units using 20 channels. The system is linked with two base stations and a repeater through a modern microwave connection. This system has the capacity to support the proposed AVL project, thus eliminating the cost of this component.

4. The CCRTA is competent to manage this demonstration project and the institutional setting is uncomplicated. These factors will contribute to the success of the project. Attachment 3 describes the experience and skills of the senior CCRTA staff who would manage the project. The institutional setting is uncomplicated compared with larger metropolitan areas deploying AVL. This will help focus attention to the technical, management and customer aspects of the project.

5. The project will demonstrate how transit operators in small metropolitan areas can efficiently increase demand-responsive service. The pattern of trips in most cities is becoming more diffuse, and less focused on central business districts, as employment and activity centers

become more scattered in metropolitan areas. In many of these areas a diffuse set of trip origins and destinations can be better served by a demand-responsive transit service, provided buses can be dispatched and routed more efficiently. A series of AVL projects is needed to demonstrate how transit operations can adjust to changing trip patterns. AVL demonstrations are now being undertaken in six large metropolitan areas (Chicago, Denver, Dallas, Milwaukee, Norfolk and Baltimore), and in one smaller area (Ann Arbor). In these areas, FTA research and demonstration funds are being used to finance the projects. It would be useful to demonstrate the AVL concept in at least one additional small metropolitan area, such as Corpus Christi, to speed the dissemination of the technology and to establish the precedent that Section 3 funds, with the required 20 percent local match, can be used to advance AVL technology and the national IVHS Program.

6. The Corpus Christi transit project will be linked to police, fire and medical emergency vehicles, demonstrating how to combine transit with other public services in an integrated AVL system. No transit funds, however, will be used for non-transit purposes.

Summary

An AVL project in Corpus Christi will improve service to transit riders, improve safety, reduce operating costs, and generate valuable information to users of the transit system and to the CCRTA. The project will be carefully evaluated and the results made widely available. The cost of the project is relatively low. The CCRTA staff is competent to manage a demonstration project. The project will demonstrate how demand responsive transit service can be supplied more efficiently and how to better serve trip patterns which are becoming more diffuse. A significant contribution will be made to the development of the national IVHS Program.

ATTACHMENT 1
PROJECT DESCRIPTION

1. Add an automatic vehicle location (AVL) system based on Global Positioning System (GPS) technology to the Corpus Christi Regional Transportation Authority (CCRTA) system. This system would include a mobile data capability within the hardware. This system uses a series of navigation satellites to provide bus vehicle location information to transit dispatchers. The location of each bus is determined by a GPS receiver on the bus and is transmitted to a central dispatch center. This system provides map displays which show the location of each vehicle and allow monitoring for dispatch control, security, and passenger information. Information developed in Chicago and Houston indicate that such a system, when combined with dead reckoning devices and gyroscopes, provide very accurate location information and allow the system to identify exactly which bus stop a vehicle is approaching and calculate arrival times to stops further along a route.

2. An additional use of the information would be to provide accurate information to people on board the transit vehicle about the next stop. The Americans with Disabilities Act (ADA) mandates that sight and hearing impaired individuals be provided usable information on the route stops. Use of current technology, tied to the GPS system such as we envision, would provide stop information through monitor and voice enunciator devices in a real-time mode.

3. One of the advantages of this type of system is the ability to provide customers of the RTA real-time information concerning the next available vehicle on a route. Major boarding locations, as well as home viewers of a dedicated traveler cable channel, could be provided real-time information on the next available transit vehicle. Additionally, such a system could eventually be adapted to provide congestion information to highway users to assist in travel planning.

4. Another major use of the system we propose is to assist in dispatching and security of the system. Both the CCRTA demand-response (operates like a taxi) and fixed route systems are regularly monitored by our dispatch functions. In both cases, information and vehicle location assists in schedule monitoring and dispatch efficiency. In instances where emergency services from police, Emergency Medical Services (EMS), or fire personnel are required, the dispatch can be facilitated because they can pinpoint the vehicle through automated mapping capability.

5. In addition to the transit applications funded by the CCRTA and FTA, this backbone would provide similar capability to other users in the area. Because of the nature of our integrated radio system, public safety vehicles and personnel will also benefit from this system. Other members of the system, by using local funds, could purchase mobile GPS receivers and utilize the backbone GPS AVL system.

6. In addition to the AVL backbone system, the CCRTA proposes to integrate into the system the capability for automated data transfer of information. This will provide an opportunity

for information exchange between transit vehicles and our customers. In addition, information collected on the vehicles related to ridership and the current maintenance condition of the vehicle could be transmitted to the appropriate users.

7. The project would be evaluated in terms of costs and benefits and potential improvements to the transit system. The evaluation also would include the applicability to other transit systems and to navigators in private automobiles. The user friendliness of the system would be evaluated, including interviews with the bus drivers and patrons. The evaluation would be done by a peer group, working with staff of the CCRTA, and by an independent organization, such as the Texas Transportation Institute which has experience in IVHS technology and evaluation techniques.

ATTACHMENT 2
PROPOSED BUDGET

Vehicular Package including installation of $13,200 per vehicle for 120 vehicles	$1,584,000
Base Station Interface for two additional data channels for CCRTA	$ 100,000
Console/Control Positions	$ 200,000
Project Evaluation of 5% or $94,200 is assumed to be part of each project element	-
TOTAL PROJECT	**$1,884,000**
FEDERAL SHARE	**$1,500,000**
LOCAL SHARE	**$ 384,000**

ATTACHMENT 3

THOMAS A. NISKALA

PROFESSIONAL EXPERIENCE

REGIONAL TRANSPORTATION AUTHORITY, Corpus Christi, Texas

Position: General Manager (January 1986 to present)
Chief of staff and chief operating officer reporting to an eleven member policy making Board. Responsible for the overall management and administration of operating and development agency with a 1993 operating budget in excess of $13 million.

TRANSIT DIVISION - CITY OF CORPUS CHRISTI, Corpus Christi, Texas

Position: General Manager (May 1981 - December 1985)
Managed the public transportation unit of municipal government. Developed and directed campaign for voter support to create a transit authority and to levy a 1/2% sales tax to fund the program effort. Election in August 1985 led to the Authority assuming responsibility for transportation programs in the 836 square mile regional area.

METROPOLITAN TRANSIT AUTHORITY, Houston, Texas

Position: Special Assistant to the Executive Director (1980 - 1981)
Responsible for labor relations, personnel, safety, training, and marketing programs.

Position: Assistant Director of Operations (1978 - 1980)
Participated in all aspects of maintaining daily transportation and maintenance activities with over 1200 employees.

Position: Manager of Planning and Marketing (September 1974 - 1978)
Responsible for operations planning and public information.

AMERICAN PUBLIC TRANSIT ASSOCIATION, Washington, D.C.

Position: Manager of Statistics (1973 - September 1974)
Responsible for industry trade association statistical services.

CLEVELAND TRANSIT SYSTEM, Cleveland, Ohio

Position: Research Specialist (1971 - 1973)
Service and budget analyst.

W.C. GILMAN COMPANY, INC., Cleveland, Ohio

Position: **Associate** (1968 - 1971)
Transportation consulting on system performance evaluation.

EDUCATION

Cleveland State University
Master of Science in Urban Studies (March 1974)
Bachelor of Business Administration (June 1970)

PROFESSIONAL ACTIVITIES

American Public Transit Association: Member, Services to the Disabled Committee; Member, Small Operations Steering Committee
Federal Transit Administration: Competitive Services Board
South West Transit Association: Board Member/Past President
Texas Department of Transportation: Transit Advisory Committee/Past Chairman
Texas Transit Association: Board Member/Past President
Texas Transportation Institute: Member, Research Task Force; Urban Panel
Transportation Research Board: Member, Project Panel J-4, *TRANSIT-IDEA*

PROJECT DESCRIPTION AND JUSTIFICATION FOR FEDERAL SUPPORT FOR THE PRODUCTION OF ADVANCED DESIGN SMALL BUSES FOR THE CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

May 3, 1993

Description of the Project

The Corpus Christi Regional Transportation Authority (CCRTA) proposes to develop the specifications and purchase up to nine small buses with a capacity to carry 25 to 30 passengers. The objective is to develop, test and evaluate a small bus which will better serve the needs of the transit industry than any bus now being manufactured. The new bus would become an industry standard small bus.

None of the small buses presently manufactured meets significant needs facing Corpus Christi and other transit operators. A bus is needed with a passenger capacity of 25 to 30 which combines five characteristics. First, it should have a low floor capable of utilizing ramps for the rapid loading of disabled individuals in wheelchairs. Second, it should have wide doors for easy access and egress. Third, it should be manufactured from lightweight materials which will reduce fuel consumption and increase the range of engines which can be used to power the bus. Fourth, the bus engine should be powered with an alternative fuel capable of meeting or exceeding EPA 1994 bus emission standards, and fifth, maximum use should be made of standard truck parts which will reduce both construction and maintenance costs.

Buses are currently being produced with up to two of the five required characteristics, but none which combine them to meet the needs of transit operators for a small bus.

An effective way to develop and produce a prototype bus is for a transit operator, such as the CCRTA, to develop the specifications, have a prototype tested at the federal facility in Altoona, and purchase, test and evaluate s small number of the buses in service in Corpus Christi.

Projects are now underway in Houston and Los Angeles to produce advanced-design large buses, with a capacity to carry about 40 passengers. One other transit operator, the Brazos Transit System in Bryan, Texas is considering developing an advanced-design, small bus.

Federal Funds Requested

The total project is estimated to be $4.5 million for the production of one prototype bus for testing at Altoona and about eight additional buses for service and testing in Corpus Christi. The federal request is for $3 million to be included in the Report on the FY 1994 Transportation Appropriations Bill. The $1.5 million non-federal funds would be a combination of CCRTA funds and vendor financing. The federal match would be two-thirds and the local match one-third. Because the research and development on many of the components, such as a small natural gas engine, is sufficiently far advanced, the Section 3 bus category is an appropriate source of federal funds. Attachment 1 presents a project budget in more detail.

Merits of the Project

1. Small buses are typically used for service to the disabled, for the collection and distribution of riders for express bus or fixed guideway service, and for service in congested areas. There is an annual market for at least 500 advanced-design, small buses in the United States.

2. No U.S. based manufacturer presently offers a small bus which meets the five requirements of transit operators described in the Project Description above.

3. The cost of developing and testing a single prototype, advanced-design bus is about $2.5 million. No manufacturer of small buses has the fiscal wherewithal to invest this large amount to produce, test and tool up for production. Therefore, some public investment will be required if a small bus which meets the requirements of transit operators is to be made available from U.S. manufacturers. The approach proposed in this project is to develop the specifications, and order up to nine advanced-design buses, thus spreading the non-recurring, development costs over a group of vehicles. The vendor of the buses would be expected to contribute a significant portion of the development costs. The non-federal contribution to the project would be one-third, substantially overmatching the minimum 20 percent.

4. The Federal Transit Administration has made grants to the Houston and Los Angeles transit operators in excess of $10 million to develop and test an advanced-design large bus. The Corpus Christi project would do the same for a small bus which has broad implications for over 80% of the U.S. transit systems operating paratransit service or operating in small urban and rural areas.

5. The development of an advanced-design small bus will help transit operators meet the requirements of the Americans with Disabilities Act, the Clean Air Act, substantially reduce fuel consumption, reduce capital and operating costs, and improve service to the general public.

6. A competitive procurement process will be followed, thus promoting competition between the manufacturers of engine and transit vehicles in the nation.

7. The Corpus Christi Regional Transportation Authority is particularly well qualified to manage a demonstration project such as this. A peer advisory group would be established comprised of representatives of the Federal Transit Administration, the American Public Transit Association, transit operators and individual experts to help develop the specifications for the bus and to advise on the project management.

8. The following general approach will be taken to initiate the project. A project director and a peer advisory group will be selected. The market for advanced-design, small

buses will be carefully defined. Bid specifications will be drafted based on the needs spelled out in the Definition of the Project section of this description and on the definition of the market. Draft specifications and bid package will be sent to all United States bus manufacturers for comment. The Authority, based on advice from the peer advisors and the comments from manufacturers, will develop a final specification, and request bids from qualified firms. Bids will be evaluated and awarded based on the most responsive bid and responsible bidder.

9. A single prototype bus will be produced and tested at the federal test center in Altoona, Pennsylvania. Up to eight additional vehicles will be put into service in Corpus Christi for in-depth evaluation and testing.

10. The results of the testing and evaluation of the performance of the bus will be made available to the transit industry.

11. The development of an improved small bus will improve the competitive position of United States engine and bus manufacturing industry vis a vis foreign competition.

Summary

No bus manufacturer presently offers a small bus which fully meets the changing needs of the transit industry. A bus is needed with a low floor, wide doors, manufactured from lightweight materials, powered by an alternative fuel engine, and made where possible from standard truck components. Such a bus will promote federal objectives in the Clean Air and ADA Acts, reduce fuel consumption, and help reduce bus capital and operating costs. The Authority is very well qualified to manage a demonstration project such as this. The project will be overmatched and illustrate that Section 3 funds can be used to advance the state-of-the-art in the manufacture of small buses. This project will produce an industry standard, small bus and improve the competitive position of the United States bus manufacturing industry.

PRELIMINARY BUDGET
(IN MILLIONS)

Develop bid specifications	$.250
Design, develop and test 1 prototype bus	1.750
Federal test at Altoona	.050
Creation of production tooling and shop aids	.650
Produce 8 buses @ .200 each	1.600
Project management	.250
TOTAL	**$4.500**
FEDERAL CONTRIBUTION	**$3.000**
LOCAL PUBLIC AND VENDOR	**$1.500**

PROJECT DESCRIPTION AND JUSTIFICATION FOR FEDERAL SUPPORT FOR AN ALTERNATIVE FUEL PROJECT FOR THE CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

May 3, 1993

Description of the Project

The Corpus Christi Regional Transportation Authority (CCRTA) proposes to purchase 21 replacement buses powered by natural gas (NG). About $3.1 million of Section 9 funds have been programmed to purchase diesel buses. This project consists of the increased cost of purchasing NG powered buses compared with the cost of a diesel powered bus. The increased cost is estimated to be $59,000 per bus. In addition, an NG fueling facility will be built, including ventilation and other related safety improvements, and an employee parking lot will be relocated to provide space for the fueling facility. Attachment 1 provides a more detailed description of the project.

Federal Funds Requested

The total cost of the project is $2,834 million. The CCRTA is requesting that $2.26 million be included in the Report on the FY 1994 Transportation Appropriation Bill for the additional cost of purchasing NG buses and for a fueling facility and related costs. The CCRTA will contribute $.574 million, which is 20 percent of the total cost. The local contribution will be financed from the proceeds of a 1/2 percent sales tax made available to the CCRTA by a local referendum passed in 1985. This $2.26 million will permit future vehicle purchases to utilize NG technology. All buses, paratransit vehicles and supervisory vehicles are programmed to be purchased utilizing Section 9 and local funds and to be powered by alternative fuels. Attachment 2 provides detail on the components of the project budget.

Status of the Project

The CCRTA Board of Directors has endorsed the conversion of the fleet to NG. An application (TX-09-0165) for $2.834 million is pending before the FTA. An environmental assessment of the fueling facility and related items will be completed by mid September 1993. Funds can be obligated by the FTA in December, 1993. The contract to build the fueling facility and to manufacture the buses can be let in January 1994.

Merits of the Project

1. The 1989 Texas Alternative Fuel Initiative requires the CCRTA to convert its bus fleet from diesel to an alternative fuel. Because the standards set by the Texas Initiative cannot be met with clean diesel technology, this technology cannot be selected. A careful evaluation was made of several alternative fuels, and natural gas (NG) was selected, either in compressed or liquified form. Conversion of the fleet to NG will

meet the requirements of the Federal Clean Air Act. Attachment 3 briefly describes the alternatives evaluated and the criteria used to select NG.

2. The replacement of diesel powered buses with NG powered buses will reduce air pollution in the Corpus Christi area, which is a high industry attainment area.

3. The CCRTA is overmatching the federal request. About half of the project funds will be spent to pay for the extra cost of NG engines, with the balance spent for fueling and related items. The minimum local match required for the NG engines is 10 percent, and the minimum required for the fueling and related items is 20 percent. The minimum match required for the project, therefore, is about 15 percent. The CCRTA proposes to contribute 20 percent, which represents an overmatch.

4. Needed job opportunities will be created. The project will be ready to be contracted in January 1994, creating job opportunities which will help stimulate economic recovery.

5. All available FY 1994 Section 9 funds have been programmed for other needed projects. The Section 9 funds expected from the FY 1993 and 1994 Appropriation Bill, about $2.3 million each, have been programmed for basic bus replacement. The CCRTA and the Texas Department of Transportation have a good record exploring the use of flexible highway funds for transit projects. The CCRTA, as a member of the Metropolitan Planning Organization, participated in programming discretionary funds for priority projects in the area through 1995. The Section 3 funds requested in the FY 1994 Transportation Appropriation, therefore, are needed if the NG project is to be implemented.

Summary

The conversion of the CCRTA bus fleet to an alternative fuel is required by Texas law, and will satisfy the requirements of the federal Clean Air Act. Air quality will be improved. The project is overmatched. Needed job opportunities will be created. Formula and flexible highway funds are not available for the project.

ATTACHMENT 1
DETAILED PROJECT DESCRIPTION

The first effort that must occur for implementation of the CCRTA NG program is installation of safety improvements to the operations facility in order to operate with natural gas in our vehicles. We have preliminary engineering estimates of the requirements necessary to comply with National Fire Protection Association (NFPA) guidelines. They include additional ventilation efforts as well as improved electrical connections. We also will need to replace gas heater devices currently in use. Additionally, we will be required to install methane detection devices in both our equipment and buildings to alert us to leaks of gas.

The second effort required for implementation of our NG program is to move the employee parking lot to the east side of the operations facility. This will allow the construction of the new fuel island in an optimum location for daily operations activities between the current maintenance facility and the new proposed contractor bus maintenance facility. Movement of the parking lot will require the purchase of additional land on the east side of our present facility. This effort will minimize the movement of equipment during fueling and washing operations. It will also allow the contractor operations to have easy access to the fueling facility and save considerable operating costs now incurred by the CCRTA.

The third need for accomplishment of our NG program is to enlist the services of a planning and engineering team to support staff in the implementation of the effort. We envision the team assisting with the design of the safety improvements to the operations facility, design of the fuel facility, development of training programs, planning efforts for specification of various subcomponents to the NG program, safety review, and general guidance of the staff through this effort.

The fourth major effort required for the implementation of our NG program is the design and construction of a new fuel island. This facility will also include a new bus wash area, as well as servicing equipment. This fuel island will be a multi-purpose station which would include diesel fuel, unleaded gas, propane gas, and natural gas. We also propose the design of this station to include current technology that improves environmental responsiveness in recycling bus wash water, disposal of waste products and spillage and vapor control.

ATTACHMENT 2
PROPOSED PROJECT

The following is the total cost estimate for each major component of the NG program.

1. Safety improvements. Based on preliminary engineering estimates for the work outlined in the program.

a.	Ventilation improvements:	$ 30,000
b.	Other improvements:	$ 55,000

2. Move employee parking lot for 120 parking spaces.

a.	Purchase land:	$ 60,000
b.	Construct lot:	$ 200,000

3. Hire engineering team.

a.	Estimated cost:	$ 250,000

4. Construct NG fueling facility.

a.	Estimated cost:	$1,000,000

5. Bus purchase. We received bids which showed an increased cost of approximately $59,000 per NG bus over an identical diesel powered bus.

a.	Twenty-one buses @ $59,000	$1,239,000

TOTAL PROJECT	**$2,834,000**
FEDERAL SHARE	**$2,260,000**
LOCAL SHARE	**$ 574,000**

ATTACHMENT 3
BRIEF DESCRIPTION OF THE EVALUATION LEADING TO THE DECISION TO USE NATURAL GAS (NG) POWERED BUSES

The CCRTA has investigated several alternative fuels for our use in the heavy duty buses. They include methanol, ethanol, electricity, clean diesel, liquefied petroleum gas (LPG), compressed natural gas (CNG), and liquefied natural gas (LNG). Based on a review of a number of characteristics and issues, the RTA selected natural gas (NG) (either compressed natural gas (CNG) or liquified natural gas (LNG)) for our use in heavy duty buses. The review included consideration of:

1. Weight to energy ratio.
2. Volume to energy ratio.
3. Fuel availability.
4. Fuel quality and consistency.
5. Safety.
6. Ability to "fast fill."
7. Transparency to our current diesel operations.
8. Cost.

Clean diesel technology was considered and would meet all CCRTA criteria for use; however, the Texas legislative initiative of 1989 does not permit consideration of this option.

PROJECT DESCRIPTION AND JUSTIFICATION FOR FEDERAL SUPPORT FOR A BUS MAINTENANCE FACILITY FOR THE CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

May 3, 1993

Description of the Project

The Corpus Christi Regional Transportation Authority (CCRTA) proposes to build a central bus maintenance facility for the use of private contractors who operate transit service under contract with the CCRTA. Bus maintenance and fueling for contracted vehicles is now done at scattered locations at high cost to the CCRTA. Bus maintenance and fueling would be done in a new facility to be located adjacent to the present CCRTA maintenance, fueling and dispatch facility.

Federal Funds Requested

The total project cost is $1.32 million. The proposed federal contribution is $1 million. The local contribution will be $.32 million, slightly more than 20 percent of the total cost. The CCRTA is requesting inclusion in the Report on the FY 1994 Transportation Appropriations Bill of $1 million to construct the bus maintenance facility. Attachment 1 shows the components of the budget.

Status of the Project

An application is pending before the Federal Transit Administration. Because the proposed facility would be located on CCRTA property adjacent to the existing maintenance facility, a simple environmental assessment is being prepared. Final design will be completed by September 1993. Construction of a relatively inexpensive, pre-engineered building is planned. FTA could make a grant by December of this year and a contract could be let in January 1994. The project is supported by local officials and represents a sound business decision.

Merits of the Project

The CCRTA has, since its inception, encouraged the participation of private firms in the operation of transit service in Corpus Christi. Currently, 36 percent of the buses owned by the CCRTA are operated under contract by private firms. The maintenance of the privately operated vehicles, the fueling, processing of fares, and management of the service currently is performed at scattered locations leased by the private firm, because the CCRTA facilities are now being used to capacity for CCRTA operations. The high cost of these scattered activities is passed through to CCRTA.

The construction of a central maintenance and administrative facility for contractors will significantly reduce overall maintenance costs. As the CCRTA converts to buses powered by alternative fuels, the consolidation of maintenance and fueling will produce even greater cost savings. The privately operated buses now must travel extra, non-revenue miles to process fares at the CCRTA facility before returning to privately leased garage facilities, increasing costs passed through by contract with the CCRTA. Finally, the high cost of separate dispatch systems, security and the cost of administrative space also is passed through by contract.

The CCRTA estimates that at least $150,000 per year below present costs could be saved by constructing and capitalizing a new facility for use by private contractors. This represents a good return on a total investment of $1.32 million for a new facility.

The project will be ready for construction soon, creating needed job opportunities. The scale of the project lends itself to participation by minority and disadvantaged businesses.

ATTACHMENT 1
PROPOSED BUDGET

1.	Office Facilities Dispatch, training, operators room and administration 3,600 sq.ft. @ $75.00/sq. ft.	$ 270,000
2.	Maintenance Shop Area Two maintenance bays, parts, tire and battery area, office and rest rooms; 7,330 sq. ft. @ $55.00/sq. ft.	$ 403,000
3.	Parking Area Employees, visitors, and vehicles with drainage and associated ingress and egress lanes; 45,426 sq. ft. ($4.50 sq. ft. auto - $6.50 sq. ft. bus)	$ 262,000
4.	Associated Equipment Compressors, lubrication, hoists and ventilation	$ 165,000
5.	Contingency 9%	$ 100,000
Total Construction Cost		$1,200,000
Engineering		$ 120,000
TOTAL COST		**$1,320,000**
FEDERAL CONTRIBUTION		**$1,000,000**
LOCAL CONTRIBUTION		**$ 320,000**

QUESTIONS AND ANSWERS FOR PUBLIC WITNESSES TESTIFYING BEFORE THE HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE. QUESTIONS FROM CONGRESSMAN WOLF.

APRIL 20, 1993

The following are answers prepared by the Corpus Christi Regional Transportation Authority in support of the request for $7.76 million for transit projects. The Authority testified before the Subcommittee on May 6, 1993.

1. What organization would be the recipient of the federal funds requested?

   Answer: The Corpus Christi Regional Transportation Authority.

2. How much money are you requesting for this Subcommittee for FY 1994?

   Answer: $7.76 million.

3. What will these funds be used for?

   Answer:

   $1.5 million will be used to purchase and evaluate an Automatic Vehicle Locator System for the transit system.

   $3.0 million will be used to develop and test 8 advanced-design 25-30 passenger buses. The advanced design buses will replace old buses.

   $2.26 million will be used to replace old buses with new buses powered by natural gas, and to provide the necessary natural gas fueling facility.

   $1.0 million will be used to build a bus maintenance facility for use by private firms which operate Authority's buses.

4. Are you requesting any funds for non-construction purposes? If yes, what would these funds be used for?

   Answer: Of the $1.5 million federal funds requested for the Automatic Vehicle Locator System, about $100,000 will be used for evaluation. Of the $3.0 million federal funds requested for the advanced-design bus, a small portion, or about $150,000 will be used to evaluate the project. There is no line item yet in the proposed budget for this evaluation. It will be part of the $250,000 requested for project management, and part of the vendor financing. $94,200 of the funds requested for the Automatic Vehicle Locator system will provide project review by industry experts.

5. What impact does this project have on our national transportation network, or any other federal purpose, which would justify the request for funds from this Subcommittee?

   Answer:

   The Automatic Vehicle Locator (AVL) system will improve transit service, reduce operating costs, and improve the safety of riders and bus drivers. These are more local than national objectives. The project, however, has national significance. It will demonstrate to other medium-sized transit operators the benefits of the promising new AVL technology, and contribute to the development of the national Intelligent Vehicle Highway System program.

   The development of an advanced-design small bus will benefit the local transit system. This project, however, also has national significance. It will develop a state-of-the-art, small bus which will become a national industry standard. The bus will make available to all of the nation's transit operators a bus 1) with a low floor and wide doors which will improve service to the disabled, 2) constructed of lightweight materials which will dramatically reduce fuel consumption thus saving energy, 3) powered by an alternative fuel which will exceed the 1994 EPA standards for bus emissions, and 4) reduce the capital and construction cost of the new standard vehicle.

   The replacement of old diesel buses with new buses powered by natural gas will help Corpus Christi meet EPA and Texas emission requirements.

   The construction of a bus maintenance facility will reduce operating costs and promote the contracting out of the operation of the Authority's buses to private firms, thus promoting the national objective of privatizing transit operations.

6. For FY 1993, what is the total amount of federal funds that this organization received, and what activities were funded by these amounts?

   Answer: $4.69 million was received from Section 3 to construct four bus transfer centers, a park-and-ride lot, and for engineering and land acquisition for an intermodal transfer terminal.

7. Has the project received federal funds in prior years? In what fiscal years were those funds received and in what amounts?

   Answer: No.

8. Will you be seeking additional funds from this subcommittee for this project in the future?

   Answer: No.

9. What is the total expected cost of the project? What percentage of the total cost of this project would be funded by the federal government?

Answer: The following table provides this information (in millions).

Project component	Total cost	Federal cost	Local cost	Federal percent
AVL system	1.884	1.500	.384	80
Advanced bus	4.500	3.000	1.500	66
Natural gas buses	2.834	2.260	.574	80*
Bus maint. facil.	1.320	1.000	.320	80
TOTAL	10.538	7.760	2.778	74

* Note that the federal participation in this project could be 85 percent, so 80 percent represents an overmatch.

10. How much state, local or private funds will be used for this project?

Answer: $2.778 million. Please see the table above.

11. Are you seeking funds this year from any other federal source, or any other appropriations subcommittee for this project, or for any other project?

Answer: No.

12. If the project for which you are seeking federal funds from this subcommittee is a highway project, where does it rank on the state's priority list?

Answer: Not applicable because the request is for a transit project.

13. If the project is a transit project, does the general public in your area support the project?

Answer: The general public and local officials support the project. There has been no opposition expressed.

14. Has there been any public financing mechanisms initiated at the state and/or local level to help fund this project, such as a dedicated gas tax increase or a bond referendum? If so, please provide the specifics, and in the case of any proposed bonding authority, please indicate the results of placing this project before the public.

Answer: The source of local public funds for the project is the proceeds of a 1/2 cent sales tax made available to the Authority by the voters in 1985.

Note: Please see the Project Descriptions for more detailed answers to these questions.

TESTIMONY SUBMITTED BY
REP. SOLOMON P. ORTIZ
BEFORE
THE SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES
HOUSE APPROPRIATIONS COMMITTEE
MAY 6, 1993

Mr. Chairman, Representative Wolf, and Members of the Subcommittee, it is indeed a pleasure to testify before you in strong support of continuation of funding for the Brownsville Railroad Relocation Project in the FY 1994 Transportation and Related Agencies Appropriations Bill. On behalf of my constituents, including the Port of Brownsville, let me say at the outset how grateful I am for the support that this Subcommittee has given to this Member of Congress and to this innovative, vital rail infrastructure and safety project over the past three years. Without this Subcommittee's commitment to the Brownsville Railroad Relocation project, we would not have been able to bring this project to the point where the critical Phase II is nearing completion.

Mr. Chairman, I am requesting an appropriation of $6,000,000 in the Fiscal Year 1994 Transportation and Related Agencies Appropriation Bill to continue work on the Brownsville Railroad Relocation Project next year. I wrote to you earlier this year in support of this level of funding. The appropriation that I am recommending, coupled with the release of the authorized level of obligations under Section 1106 of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), will allow the Port of Brownsville, Texas to complete the second of three phases of this important rail safety/infrastructure improvement project. Here is what we will be able to accomplish in Fiscal Year 1994 with this amount of Federal support, and why I continue to give this appropriation request such high priority.

The Brownsville Railroad Relocation Project was originally conceived and authorized by the Federal Government in 1974. The original purpose of the project was to allow the City of Brownsville, Texas to finally improve rail and highway safety within the old downtown area of Brownsville, by constructing a ten mile loop north of the city from the Union Pacific tracks running parallel to Highway 77/83 over to the Port of Brownsville. The underlying concept of moving inefficient and potentially dangerous rail lines out of the downtown area, away from highly populated areas, remains intact. Phase I of the project involved a grade separation at FM 1792 and FM 511. It has been completed and is in use today.

Completion of the entire Railroad Relocation Project will permit the removal of over 20 railroad-street intersections in a highly congested downtown area of Brownsville. The project will yield a matching investment by the private sector in the redevelopment of the abandoned rail properties and attract industrial growth in the new rail corridor. Most importantly, the new rail-highway configuration will lead to safer and more efficient rail operations and develop Brownsville's ability to handle increased volumes of U.S. trade with Mexico. This loop would also have a significant impact on the ability of the Port of Brownsville to construct a commercial bridge from its property across the Rio Grande, thereby attracting a significant increase in the volume of freight, especially the movement of U.S. products to markets in Mexico. Brownsville projects annual savings in excess of $300,000 from reduced train-vehicular accidents and traffic delay costs associated with the current unacceptable conditions within the City of Brownsville.

Mr. Chairman, as I understand the status of funding for the Railroad Relocation Project, full funding of authorized levels in ISTEA, coupled with appropriations provided through fiscal 1993, would bring total funding to date available for the Railroad Relocation project to $14,600,000. The additional $6,000,000 that I am requesting to be directly appropriated for the project in FY 1994 would allow Brownsville to complete the next phase of the overall Railroad Relocation Project. Specifically, this level of funding in FY 1994 will allow for the construction of approximately six (6) miles of track connecting the Southern Pacific mainline to the Port of Brownsville; two grade separations; and the construction of a new rail yard. In short, the funding that I am requesting will help to accelerate the process of removing the old railroad tracks from the downtown Brownsville area; improving the highway infrastructure associated with the relocation project; and to begin the process of connecting the rail 'loop' around the city and into the Port of Brownsville, where eventually all commercial truck and rail traffic will be re-routed.

Mr Chairman, I want to conclude my testimony today by making three important points regarding the Railroad Relocation Project in Brownsville.

First, there has been considerable criticism aimed at so-called 'transportation demonstration projects.' Although the Brownsville Railroad Relocation project was initiated as a 'demonstration project,' the reclassification and reauthorization of the project in Section 1106 of ISTEA as a 'Rural and Urban Access' project represents recognition by the Congress that the project no longer falls into the category of 'demonstration project.' To the contrary, the concept of integrating highway and railroad reconfiguration to achieve efficiencies and safety improvements in populated areas has been proven, adopted, and put into Brownsville's overall, long-term economic development plans.

Second, in response to criticisms raised during your Subcommittee's hearings earlier this year that large amounts of Federal highway 'demonstration' project funds were unobligated, I asked the Port of Brownsville to examine their funding history and provide me with the status of Railroad Relocation Project balances. I am pleased to say that Brownsville appears to have an excellent track record of obligating its funds effectively and in a timely fashion over the past three years.

Finally, the Brownsville Railroad Relocation Project is consistent with President Bill Clinton's economic stimulus and long-term 'investment' proposals for bolstering the economy, creating jobs, and improving the climate for economic growth through 'ready-to-go' surface transportation infrastructure improvement projects. The Railroad Relocation Project meets all of the President's criteria. If the Subcommittee approves the $6,000,000 requested for the project in this letter, the Port of Brownsville will be able to award a contract to initiate the next stage of the project within 90 days from receipt of funds. The project will result in dozens of new jobs and will generate a new climate for economic development once the project has been completed. The project represents a prototype for how the private sector; local government; and the Federal Government can collaborate on an economic development initiative that is good for the economy and good for the health, safety, and welfare of local citizens.

Mr. Chairman, for all of these reasons, I urge you in the strongest terms possible to include an appropriation of $6,000,000 in the FY 1994 transportation and Related Agencies Appropriations Bill for continuation of the Brownsville Railroad Relocation Project. I thank you for this opportunity to testify before you and this distinguished Subcommittee.

Mr. **Niskala**. Thank you, Congressman.

Mr. Chairman, Congressman Wolf, I appreciate the opportunity to be here. We submitted the testimony that I had for the record. Really, I think the Congressman summed it up with four projects, two of which have broader based implications than just Corpus Christi. They lend to the improvement of the efficiency throughout the transit industry and fill a void that currently exists.

The other two are specific to Corpus Christi. They respond to both Federal clean air mandates as well as some State regulations in the State of Texas responding to the clean air. And the fourth, an improvement in operating efficiency by consolidating our operations at one location.

We would appreciate your support on these requests. We have proposed an overmatch on the total set of the projects to indicate our interest in support of the overall effort and really would like to respond to any questions you have.

Mr. **Carr**. Mr. Wolf.

Mr. **Wolf**. I have no questions.

Mr. **Carr**. The only questions I have is: What defines the Corpus Christi region? I am looking at a AAA map. How many counties does it include?

Mr. **Niskala**. It includes all of Nueces County and then across the bay into San Patricio County. So basically we have a two-county basis of operation.

Mr. **Carr**. How many square miles and what is your population area?

Mr. **Niskala**. 320,000 population in that service area; total square miles of about 1,200 when you include the water area. And we do have some limited operations on the water at this time, so when it comes to particular automatic vehicle location, it is a relatively low density area, and supervisory costs to maintain services can be relatively expensive.

Mr. **Carr**. What do you mean, you have a water operation?

Mr. **Niskala**. We have a water taxi.

Mr. **Carr**. What is that?

Mr. **Niskala**. A point-to-point operation between the downtown area and the state aquarium, and it shuttles passengers between the two locations. We are a multimodal operation. The long-term naval station, Engleside, is based on the other side of the bay. It is presently served by surface transportation. We are looking at water transportation connections long term.

Mr. **Carr**. Thank you for being here. We appreciate you being here. You might take a copy of our investment criteria to take a look at.

Mr. **Ortiz**. Thank you very much.

THURSDAY, MAY 6, 1993.

CITY LINE ROAD PROJECT

WITNESSES

HON. NORMAN SISISKY, A REPRESENTATIVE IN CONGRESS FROM THE COMMONWEALTH OF VIRGINIA

HON. OWEN PICKETT, A REPRESENTATIVE IN CONGRESS FROM THE COMMONWEALTH OF VIRGINIA

ROBERT W. CLYBURN, COUNCIL MEMBER, CITY OF VIRGINIA BEACH, VIRGINIA

JOHN BUTT, VICE MAYOR, CITY OF CHESAPEAKE, VIRGINIA

Mr. CARR. We are glad to have our good friends and colleagues, Norm Sisisky, and Owen Pickett here. Nice to see you gentlemen. And I will invite you to make the introductions.

Mr. SISISKY. Mr. Chairman, Mr. Wolf, those on the subcommittee.

Mr. CARR. You have got a lot of nice ties.

Mr. SISISKY. It is my pleasure to introduce Mr. John Butt who is the vice mayor of the City of Chesapeake, Virginia, and Mr. Robert Clyburn, a council member of the City of Virginia Beach. I have had the pleasure of working with these distinguished gentlemen in the City of Chesapeake and Virginia Beach on many occasions over the years and I am truly proud of our working relationship.

Mr. Butt and Mr. Clyburn are here today to request your support for an important transportation project in Virginia known as the City Line Road. And to leave them enough time to give this much needed project the attention it deserves, I submitted my own comments for the record.

I just want to reiterate one thing, particularly while Mr. Wolf is sitting there, and I know Mr. Carr travels in Northern Virginia. The strange phenomenon is this section of I–64 is probably the heaviest utilized interstate highway in all of Virginia. That is hard to believe being from Northern Virginia, but I have been told that this is true.

And with that, may I ask my colleague from Virginia Beach, Mr. Pickett, to proceed.

[The prepared statement of Hon. Sisisky follows:]

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Testimony of
REPRESENTATIVE NORMAN SISISKY
before the
SUBCOMMITTEE ON TRANSPORTATION
COMMITTEE ON APPROPRIATIONS
Thursday, May 6, 1993
Washington, D.C.

Distinguished Chairman and members of the subcommittee, I am here today to urge your support for the proposed City Line Road in Chesapeake, Virginia. I am pleased to appear on behalf of the City of Chesapeake to discuss this project, which Chesapeake considers to be crucial for the long-term growth of the entire Hampton Roads region.

The City Line Road is conceived as a new road along the boundary between Virginia Beach and Chesapeake, with an interchange at U.S. Interstate 64 (I-64). By providing access to the interstate system, Chesapeake affirms that this road would grant much-needed relief to an area that presently suffers from severe traffic congestion.

The growing population and economy of the Hampton Roads region are placing increasing burdens on the local transportation network. In the last ten years, Chesapeake's population has increased by 50,000 people. Virginia Beach is one of the fastest growing cities in the country. According to the City of Virginia Beach, this segment of I-64 is now the most heavily utilized section of four-lane interstate in Virginia.

This overburdened corridor is extremely important to the region's economy. It is used by military personnel travelling to and from the Norfolk Naval Base, and is also the primary route for goods coming into and out of the port of Hampton Roads. It is important for the continued growth of Hampton Roads to relieve the severe congestion problems in this area, and Chesapeake feels that the City Line Road project would be an important step towards this goal.

Mr. Chairman, for these reasons I request that your panel carefully review the merits of this project and give this funding request favorable consideration.

Once again, I thank the distinguished chairman, the distinguished ranking minority member, and all of the subcommittee members for providing me the opportunity to share my concerns on this important matter here today.

Thank you very much.

Mr. PICKETT. Mr. Chairman, Mr. Wolf, I don't know that there is a lot more that the Members can say here. I know you really want to hear from the people from the cities. Mr. Clyburn is a member of the City Council of Virginia Beach.

Mr. CARR. Besides, the longer you talk, the less money you get.

Mr. PICKETT. Well, thank you for the audience.

Mr. SISISKY. Good-bye. See you.

Mr. PICKETT. And thank you for letting us introduce the speakers here, Mr. Chairman.

Mr. CLYBURN. Thank you, Mr. Chairman, Mr. Wolf. I am Robert Clyburn, Council Member from the City of Virginia Beach. Virginia Beach is the largest city in the Commonwealth of Virginia with over 300 square miles and 480,000 people. We are one of the fastest growing cities in the Nation.

Because of our location on the extreme eastern edge of Virginia, we have, however, very poor access to the interstate system. In fact, there is only one interchange located within the entire city providing access to the interstate. That is the Interstate 64 and Indian River Road interchange. As a consequence, the Indian River Road is very badly congested with all the traffic delays and safety problems associated with severe congestion.

Although this interchange is currently being upgraded, an additional HOV and mixed flow lanes are being added to I–64 in this area, the city will still be woefully lacking in access to the interstate. I need not remind this subcommittee of course of the paramount importance of the interstate system in moving people and freight.

Leaving aside our concerns that if Virginia Beach is to continue to grow in the future and to provide quality jobs to its citizens, we must have improved access to the interstate system. We also need this access simply to meet today's traffic needs.

The region is unified on a solution to this problem. The master street and highway plans for both the City of Virginia Beach and the City of Chesapeake, as well as the 2010 Highway Needs Plan and Transportation Improvement Program of the Hampton Roads Planning District Commission, which is the metropolitan planning organization for the area, all of these contemplate the construction of the City Line Road.

This is envisioned as a new road with an interchange on I–64 at the boundary between Virginia Beach and the City of Chesapeake to provide critically needed access to the interstate in this rapidly growing area. This project will ultimately cost $45 million including the estimated $30 million required for the interchange.

Mr. Chairman, this segment of I–64 is currently the most trafficked section of the four-lane interstate in Virginia, perhaps one of the most heavily utilized four lane sections in the entire country. The additional HOV and mixed flow lanes currently being constructed will dramatically improve traffic flow along this segment, to the extent that we will have adequate capacity, but funneling all of the traffic from southern Virginia Beach and northern Chesapeake onto the interstate through just the one currently existing interchange.

This will render our improved freeway as simply one positive component of an inadequate transportation system. The City Line

Road with an I–64 interchange would provide a means of ameliorating the congestion at this interchange and would relieve the congestion on the Indian River Road and generally improve the traffic flow throughout the area.

Mr. Chairman, and members of the committee, it is because I know that the budget constraints my city is operating under that I can appreciate the task which you are facing this year. Money is horribly tight and legitimate needs are incredibly great.

Nevertheless, I am here today to request $8 million in fiscal year 1994 to fund the preliminary engineering and the design of the project and perhaps allow us to begin acquisition of rights of way before a hopefully improving economy brings with it escalating real estate prices.

Mr. Chairman, I would like to respectfully point out that our project is significant not only just to us locally, but it is truly of national significance. This region which faces such terrible traffic congestion serves as home to the largest naval complex in the world. One-fifth of the entire U.S. naval fleet is stationed there.

While we certainly welcome this presence, we are also mindful of the fact that it does contribute to our infrastructure needs and that these needs must be met if the national system of interstate and defense highways is to serve a primary purpose for which it was initially created; to help meet our country's mobility needs in times of crisis.

Let me conclude by reiterating that for $8 million this year, we can begin to assure that those needs will be met and that the largest city in the State of Virginia can enjoy adequate access to the Nation's interstate system.

As wiser men than I have said, a picture is worth a thousand words. A visit to Virginia Beach and Chesapeake to see our transportation needs could certainly assist the subcommittee in its deliberations. I would be very pleased to host your staff or yourselves in our city so we could better explain this critically needed project. I would like to thank you very much.

Mr. CARR. Thank you.

Mr. Wolf.

Mr. WOLF. I have no questions.

Mr. Sisisky and Mr. Pickett, welcome.

[The prepared statement of Vice Mayor Sessoms, Jr., follows:]

TESTIMONY OF WILLIAM DOUGLAS SESSOMS, JR
VICE-MAYOR
CITY OF VIRGINIA BEACH, VIRGINIA
TO THE HOUSE ENERGY AND WATER APPROPRIATIONS SUBCOMMITTEE
MAY 6, 1993

MR CHAIRMAN, MEMBERS OF THE COMMITTEE,

I AM WILL SESSOMS, VICE MAYOR IN THE CITY OF VIRGINIA BEACH. VIRGINIA BEACH IS THE LARGEST CITY IN THE COMMONWEALTH OF VIRGINIA, WITH OVER 300 SQUARE MILES AND 408,000 PEOPLE. WE ARE ONE OF THE FASTEST GROWING CITIES IN THE NATION. BECAUSE OF OUR LOCATION ON THE EXTREME EASTERN EDGE OF VIRGINIA WE HAVE, HOWEVER, VERY POOR ACCESS TO THE INTERSTATE SYSTEM. IN FACT, THERE IS ONLY ONE INTERCHANGE LOCATED WITHIN THE ENTIRE CITY PROVIDING ACCESS TO THE INTERSTATE -- THAT AT INTERSTATE 64 AND INDIAN RIVER ROAD. AS A CONSEQUENCE, INDIAN RIVER ROAD IS VERY BADLY CONGESTED WITH ALL THE TRAFFIC DELAYS AND SAFETY PROBLEMS ASSOCIATED WITH SEVERE CONGESTION.

ALTHOUGH THIS INTERCHANGE IS CURRENTLY BEING UPGRADED, AND ADDITIONAL HOV AND MIXED FLOW LANES ARE BEING ADDED TO I-64 IN THIS AREA, THE CITY WILL STILL BE WOEFULLY LACKING IN ACCESS TO THE INTERSTATE. I NEED NOT REMIND THIS SUBCOMMITTEE, OF COURSE, OF THE PARAMOUNT IMPORTANCE OF THE INTERSTATE SYSTEM IN MOVING PEOPLE AND FREIGHT.

LEAVING ASIDE OUR CONCERNS THAT IF VIRGINIA BEACH IS TO CONTINUE TO GROW IN THE FUTURE AND PROVIDE QUALITY JOBS TO ITS CITIZENS WE MUST HAVE IMPROVED ACCESS TO THE INTERSTATE SYSTEM, WE ALSO NEED THIS ACCESS SIMPLY TO MEET TODAY'S TRAFFIC NEEDS.

THE REGION IS UNIFIED ON A SOLUTION TO THIS PROBLEM. THE MASTER STREET AND HIGHWAY PLANS FOR BOTH THE CITY OF VIRGINIA BEACH AND THE CITY OF CHESAPEAKE, AS WELL AS THE 2010 HIGHWAY NEEDS PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM OF THE HAMPTON ROADS PLANNING DISTRICT COMMISSION (WHICH IS THE METROPOLITAN PLANNING ORGANIZATION FOR THE AREA), ALL CONTEMPLATE CONSTRUCTION OF CITY LINE ROAD. THIS IS ENVISIONED AS A NEW ROAD WITH AN INTERCHANGE AT I-64 ON THE BOUNDARY BETWEEN VIRGINIA BEACH AND THE CITY OF CHESAPEAKE. PROVIDING CRITICALLY-NEEDED ACCESS TO THE INTERSTATE IN A RAPIDLY GROWING AREA OF THE REGION, THIS PROJECT WILL ULTIMATELY COST ABOUT $56 MILLION, INCLUDING THE ESTIMATED $30 MILLION REQUIRED FOR THE INTERCHANGE.

MR. CHAIRMAN, THIS SEGMENT OF I-64 IS CURRENTLY THE MOST TRAFFICKED SECTION OF FOUR-LANE INTERSTATE IN VIRGINIA, AND PERHAPS, ONE OF THE MOST HEAVILY UTILIZED FOUR-LANE SECTIONS IN THE ENTIRE COUNTRY. THE ADDITIONAL HOV AND MIXED FLOW LANES CURRENTLY BEING CONSTRUCTED WILL DRAMATICALLY IMPROVE TRAFFIC FLOW ALONG THIS SEGMENT, TO THE EXTENT THAT WE WILL HAVE ADEQUATE CAPACITY, BUT

FUNNELLING ALL THE TRAFFIC FROM SOUTHERN VIRGINIA BEACH AND NORTHERN CHESAPEAKE ONTO THE INTERSTATE THROUGH JUST THE ONE CURRENTLY EXISTING INTERCHANGE WILL RENDER OUR IMPROVED FREEWAY AS SIMPLY ONE POSITIVE COMPONENT OF AN INADEQUATE TRANSPORTATION SYSTEM. THE CITY LINE ROAD, WITH AN I-64 INTERCHANGE, WOULD PROVIDE A MEANS OF AMELIORATING THE CONGESTION AT THE INDIAN RIVER ROAD INTERCHANGE, RELIEVE THE CONGESTION ON INDIAN RIVER ROAD, AND GENERALLY IMPROVE THE TRAFFIC FLOW THROUGHOUT THE AREA.

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE, IT IS BECAUSE I KNOW THE BUDGET CONSTRAINTS MY CITY IS OPERATING UNDER, THAT I CAN APPRECIATE THE TASK WHICH YOU ARE FACING THIS YEAR. MONEY IS HORRIBLY TIGHT AND LEGITIMATE NEEDS ARE INCREDIBLY GREAT. NEVERTHELESS, I AM HERE TODAY TO REQUEST $8 MILLION IN FY 94 TO FUND THE PRELIMINARY ENGINEERING AND DESIGN OF THE PROJECT, AND PERHAPS, ALLOW US TO BEGIN ACQUISITION OF RIGHTS-OF-WAY BEFORE A HOPEFULLY IMPROVING ECONOMY BRINGS WITH IT ESCALATING REAL ESTATE PRICES.

MR. CHAIRMAN, I WOULD LIKE TO RESPECTFULLY POINT OUT THAT OUR PROJECT IS IMPORTANT NOT JUST TO US LOCALLY, BUT IT IS TRULY OF NATIONAL SIGNIFICANCE. THIS REGION, WHICH FACES SUCH TERRIBLE TRAFFIC CONGESTION, SERVES AS HOME TO THE LARGEST NAVAL COMPLEX IN THE WORLD. ONE-FIFTH OF THE ENTIRE U.S. NAVAL FLEET IS STATIONED THERE. WHILE WE CERTAINLY WELCOME THIS PRESENCE, WE ARE ALSO MINDFUL OF THE FACT THAT IT DOES CONTRIBUTE TO OUR INFRASTRUCTURE NEEDS, AND THAT THESE NEEDS MUST BE MET IF THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS IS TO SERVE A PRIMARY PURPOSE FOR WHICH IT WAS INITIALLY CREATED; TO HELP MEET OUR COUNTRY'S MOBILITY NEEDS IN TIMES OF CRISIS.

LET ME CONCLUDE BY REITERATING THAT FOR $8 MILLION THIS YEAR, WE CAN BEGIN TO ASSURE THAT THOSE NEEDS WILL BE MET, AND THAT THE LARGEST CITY IN THE STATE OF VIRGINIA CAN ENJOY ADEQUATE ACCESS TO THE NATION'S INTERSTATE SYSTEM.

AND AS WISER MEN THAN I HAVE SAID, A PICTURE IS WORTH A THOUSAND WORDS. A VISIT TO VIRGINIA BEACH AND CHESAPEAKE TO SEE OUR TRANSPORTATION NEEDS COULD CERTAINLY ASSIST THE SUBCOMMITTEE IN ITS DELIBERATIONS. I WOULD BE VERY PLEASED TO HOST YOUR STAFF OR YOURSELVES IN OUR CITY SO THAT WE COULD BETTER EXPLAIN THIS CRITICALLY NEEDED PROJECT.

THANK YOU VERY MUCH.

Mr. BUTT. Mr. Chairman.

Mr. CARR. Yes.

Mr. BUTT. I like your tie by the way.

My name is John Butt, Vice Mayor of Chesapeake. Representative Wolf, it is certainly a pleasure to be here today. I am John Butt, Vice Mayor of the City of Chesapeake, Virginia. I am very glad to be here today to talk about a much needed road project on the border between Chesapeake, Virginia and Virginia Beach, Virginia.

City Line Road is a very vital connection between northeastern Chesapeake and the interstate system. This area has been the focus of tremendous residential and commercial growth over the 15 years. This growth has greatly strained the city's interior road network, although Chesapeake, like Virginia Beach, has spent many millions of dollars of our own taxpayers' money on improving the local street network.

However, because of the concentration of growth in the Kempsville Road area of Virginia Beach and Chesapeake, these citizens must travel either to the Indian River Road and I–64 intersection to gain access to the interstate system or travel several miles to the west to access at Greenbrier Parkway. This has greatly taxed the ability of both of those intersections to accommodate the traffic.

The Indian River Road interchange, for instance, although in the process of being upgraded, will still operate at a service level D once those improvements are completed. The Greenbrier Parkway intersection is operating now at a level of service C, and it will continue to deteriorate unless we have an alternative to it, which the City Line Road would be.

Chesapeake, Virginia, although very young in age, has grown substantially. Our 1990 population was 151,976 and continues to grow even during the recent recession to add 2,000 single family homes per year. This amount of growth even outstripped our much larger neighbor Virginia Beach by a factor of two.

Also, Chesapeake is home to many national, indeed multinational industries, which depend on the highway network to allow the reasonable travel of people, goods, and services to carry out those business aims. Further, a larger number of Chesapeake residents work at the various military installations located in Norfolk, and their primary access is along Interstate 64, which necessitates them accessing the interstate system often.

City Line Road will provide a much needed alternative to the existing interstate interchanges existing in this area, while not adding trips to the interstate system that would not be there otherwise. Although there is always the question of latent demand, our traffic engineers and various studies indicate the creation of this new interchange with the interstate system as the construction of City Line Road will merely ameliorate poor conditions at the existing interchanges. We believe, for instance, that if the road and interchange were available now, approximately 40,000 cars would use it per day. This would be a reduction of approximately 10,000 cars per day from the Greenbrier Parkway interchange and about 25,000 from the Indian River Road interchange.

Our request to you is for $8 million for the engineering and advance right-of-way acquisition of this project. With your assistance, we can reduce the traffic congestion and improve driver safety and, as I mentioned earlier, improve the orderly movement of people, goods, and services in the area of Chesapeake and Virginia Beach. I hope that you can see fit to fund this much needed project.

Thank you for your attention to it today and I wish you well in your deliberations.

[The prepared statement of Mr. Butt follows:]

REMARKS OF VICE MAYOR
JOHN BUTT, CHESAPEAKE
TO THE HOUSE APPROPRIATIONS SUBCOMMITTEE
MAY 6, 1993

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I AM JOHN BUTT, VICE MAYOR OF THE CITY OF CHESAPEAKE, VIRGINIA. I AM VERY GLAD TO BE HERE TODAY TO TALK TO YOU ABOUT A MUCH NEEDED ROAD PROJECT ON THE BORDER BETWEEN CHESAPEAKE, VIRGINIA AND VIRGINIA BEACH, VIRGINIA.

CITY LINE ROAD IS A VERY VITAL CONNECTION BETWEEN NORTHEASTERN CHESAPEAKE AND THE INTERSTATE SYSTEM. THIS AREA HAS BEEN THE FOCUS OF TREMENDOUS RESIDENTIAL AND COMMERCIAL GROWTH OVER THE LAST 15 YEARS. THIS GROWTH HAS GREATLY STRAINED THE CITY'S INTERIOR ROAD NETWORK, ALTHOUGH CHESAPEAKE, LIKE VIRGINIA BEACH, HAS SPENT MANY MILLIONS OF DOLLARS OF OUR OWN TAXPAYER'S MONEY ON IMPROVING THE LOCAL STREET NETWORK.

HOWEVER, BECAUSE OF THE CONCENTRATION OF GROWTH IN THE KEMPSVILLE ROAD AREA OF VIRGINIA BEACH AND CHESAPEAKE, THE CITIZENS OF THESE TWO CITIES MUST TRAVEL EITHER TO THE INDIAN RIVER ROAD AND I-64 INTERSECTION TO GAIN ACCESS TO THE INTERSTATE SYSTEM OR TRAVEL SEVERAL MILES TO THE WEST TO ACCESS AT GREENBRIER PARKWAY. THIS HAS GREATLY TAXED THE ABILITY OF BOTH OF THOSE INTERSECTIONS TO ACCOMMODATE THE TRAFFIC. THE INDIAN RIVER ROAD INTERCHANGE, FOR INSTANCE, ALTHOUGH IN THE PROCESS OF BEING UPGRADED, WILL STILL OPERATE, AT A SERVICE LEVEL D, ONCE THOSE IMPROVEMENTS ARE COMPLETED. THE GREENBRIER PARKWAY INTERSECTION IS OPERATING NOW AT A LEVEL OF SERVICE C, AND IT WILL CONTINUE TO DETERIORATE UNLESS WE HAVE AN ALTERNATIVE TO IT, SUCH AS CITY LINE ROAD.

CHESAPEAKE, VIRGINIA, ALTHOUGH VERY YOUNG IN AGE, HAS GROWN SUBSTANTIALLY. OUR 1990 POPULATION WAS 151,976 AND WE CONTINUE TO GROW EVEN DURING THE RECENT RECESSION TO ADD 2,000 SINGLE FAMILY HOMES PER YEAR. THIS AMOUNT OF GROWTH EVEN OUTSTRIPPED OUR MUCH LARGER NEIGHBOR VIRGINIA BEACH BY A FACTOR OF TWO. ALSO, CHESAPEAKE IS HOME TO MANY NATIONAL, INDEED MULTI-NATIONAL, INDUSTRIES, WHICH DEPEND ON THE HIGHWAY NETWORK TO ALLOW THE REASONABLE TRAVEL OF PEOPLE, GOODS, AND SERVICES TO CARRY OUT THOSE BUSINESS' AIMS. FURTHER, A LARGE NUMBER OF CHESAPEAKE RESIDENTS WORK AT THE VARIOUS MILITARY INSTALLATIONS LOCATED IN NORFOLK, AND THEIR PRIMARY ACCESS IS ALONG INTERSTATE 64, WHICH NECESSITATES THEM ACCESSING THE INTERSTATE SYSTEM OFTEN.

CITY LINE ROAD WILL PROVIDE A MUCH NEEDED ALTERNATIVE TO THE EXISTING INTERSTATE INTERCHANGES EXISTING IN THIS AREA, WHILE NOT ADDING TRIPS TO THE INTERSTATE SYSTEM THAT WOULD NOT BE THERE OTHERWISE. ALTHOUGH THERE IS ALWAYS THE QUESTION OF LATENT DEMAND, OUR TRAFFIC ENGINEERS AND VARIOUS STUDIES INDICATE THE CREATION OF THIS NEW INTERCHANGE WITH THE INTERSTATE SYSTEM AND THE CONSTRUCTION OF CITY LINE ROAD WILL MERELY AMELIORATE POOR CONDITIONS AT THE EXISTING INTERCHANGES. WE BELIEVE, FOR INSTANCE, THAT IF THE ROAD AND INTERCHANGE WERE AVAILABLE NOW, APPROXIMATELY 40,000 CARS WOULD USE IT PER DAY. THIS WOULD BE A REDUCTION OF APPROXIMATELY 10,000 CARS PER DAY FROM THE GREENBRIER PARKWAY INTERCHANGE AND ABOUT 25,000 FROM THE INDIAN RIVER ROAD INTERCHANGE.

OUR REQUEST TO YOU IS FOR EIGHT MILLION DOLLARS FOR THE ENGINEERING AND RIGHT-OF-WAY ACQUISITION FOR THIS PROJECT. WITH YOUR ASSISTANCE, WE CAN REDUCE TRAFFIC CONGESTION, IMPROVE DRIVER SAFETY, AND AS I MENTIONED EARLIER, IMPROVE THE ORDERLY MOVEMENT OF PEOPLE, GOODS, AND SERVICES IN THIS AREA OF CHESAPEAKE AND VIRGINIA BEACH. I HOPE THAT YOU CAN SEE FIT TO FUND THIS MUCH NEEDED PROJECT. THANK YOU FOR YOUR ATTENTION TODAY AND I WISH YOU WELL IN YOUR DELIBERATIONS.

Mr. CARR. I would ask you if you could in addition to taking a copy of our investment criteria there and having your highway department put some numbers to it, could you supply us with some maps of the area. I am looking at a AAA road atlas for 1993, and even on the blow-up section, I can't see it.

Mr. CLYBURN. 64 sort of makes a circle around that area there.

Mr. SISISKY. Actually, Mr. Chairman, it connects my district. In reapportion, I had all of Chesapeake. Now I have got a part of Virginia Beach. Of course I go all the way to the mountains to Charlottesville, too, but that is the way I connect. And it really——

Mr. CARR. More mobility.

Mr. SISISKY. You have to look after me, I can't get both.

Mr. CARR. Your mobility is uppermost in my mind. So if you could get maybe a highway department to send along some maps showing what we are talking about, it would be appreciated. Okay?

Mr. CLYBURN. Glad to.

Mr. CARR. Any other questions.

Mr. Wolf?

Mr. WOLF. No, Mr. Chairman.

Mr. CARR. Thank you. I did have one thing. The total project cost is what?

Mr. CLYBURN. About $45 million.

Mr. CARR. Your statement that you supplied to us said $56 million.

Mr. CLYBURN. It did?

Mr. CARR. You dropped the numbers as you sat here.

Mr. CLYBURN. We think we can lower it. Yes, sir.

Mr. CARR. Thank you.

THURSDAY, MAY 6, 1993.

SIOUX GATEWAY AIRPORT RENOVATION (SIOUX CITY, IOWA)

WITNESS

HON. FRED GRANDY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IOWA

Mr. CARR. Not only is Mr. Grandy here, he is at the table.

Mr. GRANDY. Not only is Mr. Grandy here, he is appearing on behalf of himself and two other Members of Congress.

Mr. CARR. Welcome.

Mr. GRANDY. Thank you.

Mr. CARR. Your statement will be made a part of the record.

Mr. GRANDY. I appreciate that.

Mr. Chairman and Mr. Wolf, thank you for this opportunity to appear before you and request an appropriation to be made for much needed renovation at the Sioux Gateway Airport in Sioux City, Iowa.

Mr. Chairman, let me guide you as you look through the atlas. Sioux City, Iowa is on the western border of Iowa. It borders both Nebraska and South Dakota. I am appearing as a representative of the tri-state delegation which includes obviously myself, and Mr. Tim Johnson of South Dakota, and Mr. Doug Bereuter from Northeast Nebraska. They are supportive of the statement I am making to you today and we are cosponsors of the letter I originally sent to you and Mr. Wolf.

What I want to do, Mr. Chairman, is talk about funding that we are requesting to ensure continued operation of the Sioux Gateway Airport which serves all of our congressional districts and significant portions of Western Iowa, southeastern South Dakota and northeast Nebraska.

The importance of insuring continued operation in the airport cannot be overstated and I would like to discuss many ways this facility is in current need of repair and its importance to my constituents.

I might say at the outset to the Chairman, I noticed yesterday in Congressional Daily about your request for investment criteria, and in anticipation of that, I think I answered most of the questions in this statement, but would be glad to add any supplemental material that you think is appropriate.

While the Sioux Gateway Airport is located in my congressional district, which is the 5th Congressional District of Iowa and the northwest corner of the State, it provides much needed service to the entire Siouxland. Sioux Gateway is a five-carrier facility accommodating 250,000 passengers annually. It also employs over 500 full-time and 700 part-time people in the tri-state area.

It is, by the way, one of the largest employers in that particular area for Iowa, Nebraska, and South Dakota. And besides the basic travel services it provides to the central region, the revenue generated by the flow of travelers to the area businesses and industries is vital to the cost benefit analysis which you must undertake in the appropriations process.

It is also the home of the 185th Tactical Fighter Air Guard Unit which is located on site at the airport and, of course, uses the runways for the F-16s that it flies out of there as well.

Mr. Chairman, on behalf of Sioux Gateway Airport and those, and myself included, who rely on this service, I am requesting an appropriation of $11 million which will be used to reconstruct runway and taxiway pavements which have drastically deteriorated due to climate, age, and use.

With the exception of a portion of the center runway which was resurfaced in 1985, it has been approximately 30 years since the original runway was extended and reconstructed. Maintenance since that time has consisted of patching and spot work, 30 years of patching without any complete resurfacing. And, as you can well imagine, there are serious hazards now that are potentially in the offing.

And in order for this runway to continue to meet the FAA strength requirements necessary for its designed aircraft, a Boeing 727-200, extensive renovations are needed. Simply stated, for Sioux Gateway to continue to operate with the design aircraft under its current master plan, securing funds for the necessary repair is of crucial importance.

Now let me speak more specifically about the types of renovations that are needed to convey to you the extent of the damage. The original runway base consisted of three layers: A 12-inch subgrade covered by six inches of crushed concrete under 12-10 inches of solid concrete. Over the years, the main runways and taxiways have deteriorated to the point that their load-bearing capacity is simply insufficient.

Runway reconstruction will be required to repair large holes and cracks in the 10 inches of solid concrete for over 1,500 feet of runway. So, as you can see, in some areas there are only four inches of the original concrete. Needless to say, this is a very dangerous level, prompting the urgency of this request.

Also, if these runways continue to deteriorate and large masses of broken pavement result, the risk of engine destruction would force Sioux Gateway to close—and I will explain why. The air currents created by running engines are strong enough to lift loose pavement off the runways. If these fragments were to be thrown in the plane's engine area, it would be disastrous.

With each plane costing approximately $20 million and each engine costing $3.2 million, airport crews are already forced to spend hours sweeping and vacuuming runways to prevent smaller pavement fragment and loose gravel from becoming serious hazards.

Those figures, by the way, Mr. Chairman, are only for the civilian aircraft that fly in and out of there. I have not factored in the recent acquisition of the F–16 fleet which is now flying in and out of Sioux Gateway with the 185th. But of course a similar hazard is represented for those jet engines, too.

By way of background, on July 31st of 1992, the Sioux Gateway Airport authorities submitted an application to the FAA for a grant to fund this project. In February of 1993, once President Clinton had been sworn in, the FAA advised Sioux Gateway that this project was under consideration for inclusion in legislation submitted by the President to improve the economy by funding infrastructure projects.

Shortly thereafter, I, along with Tim Johnson of South Dakota and Doug Bereuter of Nebraska rallied behind this request and expressed our support in writing to this committee and the FAA.

On March 10th of 1993, the FAA informed Sioux Gateway that in the central region alone, pre-applications for Federal participation in airport projects total approximately $121 million of discretionary needs. This is against the primary discretionary allocated in fiscal year 1993 which is just $25 million. And of that $25 million, $12 million must be used for noise projects. Needless to say, the FAA was not optimistic that the Sioux Gateway project would receive funding.

Mr. Chairman, I want to also point out to the committee that this airport should be known to every Member of Congress because it is on this site that the tragic crash of United Airlines Flight 232 took place on July 19th, 1989—a crash that claimed the lives of 112 people.

But as you may remember, the valiant efforts of the airport staff, the air guard rescue team, community hospitals, State and local rescue units, and Siouxland residents resulted in 185 passengers saving their lives.

All of those who participated in the rescue efforts were commended by the Washington Post, CBS News, Secretary of Transportation then Samuel Skinner, and President Bush following a House

Joint Resolution that I introduced that unanimously passed both Houses of Congress and was subsequently signed into law.

This was also an area, Mr. Chairman, that has now been acknowledged and saluted as one of the best rescue efforts combined military, civilian, and county disaster efforts in the country. And, by the way, the county disaster people are now traveling around the United States advising other airports on how to conduct similar missions in the event of an unforeseen tragedy.

So Sioux Gateway, in conclusion, is exactly the type of facility once rehabilitated that could more efficiently supply the central region with crucial transportation service, not to mention jobs and revenue. It would be a devastating blow to the Siouxland area to lose this facility. I urge you to give every consideration to assisting Sioux Gateway Airport.

Thank you for holding these hearings. And on behalf of Mr. Johnson and Mr. Bereuter, thank you for allowing me to present a formal request.

[The prepared statement of Hon. Grandy follows:]

Testimony of
The Honorable Fred Grandy
U.S. Congressman, Fifth District Iowa

House Committee on Appropriations
Subcommittee on Transportation

May 6, 1993

Mr. Chairman and Members of the Committee, thank you for this opportunity to request that an appropriation be made for much needed renovations at the Sioux Gateway Airport in Sioux City, Iowa. The importance of ensuring the continued operation of this airport cannot be over stated. I would like to discuss just some of the many ways this facility is in crucial need of repair, and its importance to my constituents.

While Sioux Gateway Airport is located in my congressional district, it provides much needed service to the entire Siouxland area, including Nebraska and South Dakota. Sioux Gateway is a five carrier facility accommodating 250,000 passengers annually. It also employs over 500 full-time and 700 part-time people in the tri-state area. Besides the basic travel services it provides to the central region, the revenue generated by the flow of travelers to the area businesses and industries is vital to the cost benefit analysis which you must undertake in the appropriations process.

Mr. Chairman, on behalf of Sioux Gateway airport and those, myself included, who rely on its service; I am requesting an appropriation of $11 million which will be used to reconstruct runway and taxiway pavements that have drastically deteriorated due to climate, age, and use. With the exception of a portion of the center runway that was resurfaced in 1985, it has been approximately thirty years since the original runway was extended and reconstructed. Maintenance since that time has consisted of patching and spot work -- 30 years of patching without any complete resurfacing, as you can well imagine, presents serious hazards. In order for this runway to continue to meet the FAA strength requirements necessary for its design aircraft, a Boeing 727-200, extensive renovations are needed. Simply stated, for Sioux Gateway to continue to operate with the design aircraft under its current Master Plan, securing funds for the necessary repair is of crucial importance.

I would like to speak more specifically about the types of renovations that are needed to convey to you the extent of the damage. The original runway base consisted of three layers; a 12 inch subgrade covered by 6 inches of crushed concrete under 10 inched of solid concrete. Over the years, the main runways and taxiways have deteriorated to the point that their load-bearing capacity is simply insufficient.

Runway reconstruction will be required to repair large holes and cracks in the 10 inches of solid concrete for over 1500 feet of runway. So, as you can see, in some areas there are only 4 inches of the original concrete. Needless to say this a very dangerous level, prompting the urgency of this request.

Also, if these runways continue to deteriorate, and large masses of broken pavement result, the risk of engine destruction would force Sioux Gateway to close -- and I will explain why. The air currents created by running engines are strong enough to lift loose pavement off of the runways. If these fragments were to be thrown in the plane's engine area, it would be disastrous. With each plane costing approximately $20 million dollars, and each engine costing $3.2 million, airport crews are already forced to spend hours sweeping and vacuuming runways to prevent smaller pavement fragment and loose gravel from becoming serious hazards.

By way of background; on July 31, 1992, The Sioux Gateway Airport Authority submitted an application to the Federal Aviation Administration for a grant to fund this project. In February, 1993, once President Clinton had been sworn in, the FAA advised Sioux Gateway that this project was under consideration for inclusion in legislation submitted by the President to improve the economy by funding infrastructure projects. Shortly thereafter, I, along with Congressman Johnson from South Dakota, and Congressman Bereuter from Nebraska rallied behind this request, and expressed our support in writing to this committee and the FAA.

On March 10, 1993, the FAA informed Sioux Gateway that in the central region alone, pre-applications for federal participation in airport projects total approximately $121 million of discretionary needs. This is against the primary discretionary allocated in in Fiscal Year 1993 which is just $25 million -- and of that $25 million, $12 million must be used on noise projects. Needless to say, the FAA was not optimistic that the Sioux Gateway Airport project would receive funding.

Mr. Chairman, I would also like the Committee to know that Sioux Gateway Airport was the site of the tragic crash of United Airlines flight 232 on July 19th, 1989 -- a crash that claimed the lives of 112 people. However, as many of you may remember, through the valient efforts of airport staff, community hospitals, state and local rescue units, and Siouxland residents -- 185 passengers lived. All those who participated in the rescue efforts were commended by the Washington Post, CBS news, the Secretary of Transportation, and President Bush following a House Joint Resolution I introduced that unanimously passed both Houses of Congress and was subsequently signed into law.

Sioux Gateway is exactly the type of facility that, once rehabilitated, could more efficiently supply the central region with crucial transportation services, not to mention jobs and revenue. It would be a devastating blow to the Siouxland area to lose this facility. I urge you to give every consideration to assisting Sioux Gateway.

Thank you for holding these hearings and providing me with the opportunity to make this urgent request.

Mr. Carr. Thank you for your testimony. I think you may have noted in the newspaper, we have tried to move ourselves away from political considerations to economic considerations, designation of projects acknowledged. And before you is a copy of the investment criteria that we are going to use.

We would invite the Sioux Gateway Airport to give us some data on which we could make a judgment. I do want to say that one of the key pieces of your testimony, I think, points to the need for these types of criteria. On page 2, you talk about how the Sioux Gateway Airport submitted an application, that the FAA informed the airport that in the central region alone pre-applications for Federal participation totaled approximately $121 million of discretionary needs and that is against an allocation of $25 million and a suballocation of $12 million.

We learned in our research that went into developing these criteria that the Federal Aviation Administration, airports granted, airport people did not use investment criteria whatsoever. That was really shocking. They made a free admission that they took what money was available to them and then they doled it out. Who knows by what criteria.

All of the FAA was not as poorly invested, the control tower, the F&E part. They were using criteria. They were trying to set economic impact, but the airport people made a free admission that wasn't their job. They took money and doled it out.

So you can suspect that somebody in the regional office had a certain amount of money and they weren't elected by anybody. And I suppose they are accountable to somebody, but we don't know who, and they made decisions and the decisions impact pretty harshly. And it would appear from your testimony that, given criteria such as this, your airport would rank fairly high for consideration.

Maybe it wouldn't and maybe there are other airports that would rank higher, but we don't know at this point. We don't know, so we are trying to inject the process with some criteria against which the FAA is going to be required—if we have anything to say about it, the FAA is going to be required to use economic criteria, the likes of which we have put together.

If they want to inject some of their own, that is fine. We will take a look at what they do. But it seems to me that we don't know all the needs in the region, but it would seem to me that your request would rank fairly high and you are not getting the money.

Mr. Grandy. Thanks, Mr. Chairman. Let me just say, first of all, I support everything you have in this investment criteria. The more of this these committees do, the less superfluous spending I think will get into the appropriations bill. And that is one of the reasons I tried to adjust my testimony to what you have at least indicated you want, because I think this request will stand up on its merits, politics notwithstanding.

I might also say, though, is that, again, if you look at your map, Sioux City is 90 miles south of Sioux Falls and 90 miles north of Omaha. These are significantly different and differing service areas and this particular region is about the only hub of air transportation that you could access through commercial aircraft for the west, middle western Iowa and southern, South Dakota and North Dakota region.

It is an airport that is used by companies such as Iowa Beef Processors which is one of the largest meat packing companies in the world and located in North Dakota City, Nebraska. One of the fastest growing computer companies, Gateway 2000, uses this airport located in North Sioux City, South Dakota.

The other point I want to make, Mr. Chairman, I believe it was three or four years ago when I first got to Congress, 1987 or 1988. This committee saw fit to rebuild the tower at Sioux Gateway Airport, so you have invested $4 million already in a tower restoration. I would think that restoring the runway would be a natural follow-on and I guess that leads me to my final point.

I am asking for nothing new here. I am asking only to rebuild, to maintain the surface that we have for a facility that provides not only civilian transportation and economic development, but obviously an important military component to our guard forces and particularly our air guard forces around the country.

Mr. Carr. All right. Thank you for some excellent testimony.

Mr. Wolf.

Mr. Grandy. Mr. Chairman, I might just say that whatever else you need, folks from Sioux Gateway will be in town next week and I will apprise them of whatever else you need.

Mr. Wolf. Fred, I think you have made a good case. I am kind of surprised it hasn't been funded by the FAA before.

Mr. Grandy. I can't answer that question either, Frank.

Mr. Wolf. Did they clearly say, if the economic stimulus package passed, this would be one of the ones in it?

Mr. Grandy. We did not have that clear indication. That was kind of held out as perhaps a carrot, but there was no indication either before the President specifically earmarked his economic stimulus package or after it was defeated by the Senate that this was a project in it and would have been funded. So I never got that clear signal.

Quite the contrary. We got the impression that the FAA was being perhaps a little evasive on whether or not this project was going to even be included and, based on my communication with the terminal director, one of the problems was that so much money was being earmarked for noise abatement, that a lot of resurfacing projects would take a back seat to that.

And that is what led me to the committee, quite honestly, because I think this is a request that is certainly on a par with noise abatement.

Mr. Wolf. Thank you very much.

Mr. Grandy. Thank you. Thank you, Mr. Chairman.

Mr. Carr. Thank you.

Thursday, May 6, 1993.

TAMPA BAY COMMUTER RAIL AUTHORITY

WITNESS

ED TURANCHIK, CHAIRMAN, BOARD OF COUNTY COMMISSIONERS, HILLSBOROUGH COUNTY, FLORIDA

Mr. **Carr**. Our next witness will be Mr. Turanchik from the Hillsborough County Board of Commissioners. Are you here?

Mr. **Turanchik**. Yes, sir.

Mr. **Carr**. It is nice to have you here. Welcome to the committee.

Mr. **Turanchik**. Mr. Chairman, Congressman Wolf, committee members, staff, thank you very much for this invitation. I have to say it is bit of a surprise to be here today. I wouldn't have expected if I look back in my past life that I would be testifying before a former—my former Congressman. I graduated from Michigan State University.

Mr. **Carr**. Oh, well.

Mr. **Turanchik**. My master's degree is from there. But ended up in Florida.

Mr. **Wolf**. You are doing well.

Mr. **Turanchik**. I am chairman of the Hillsborough County Board of County Commissioners as well as our metropolitan planning organization. I serve as Vice-Chairman of the HARTline, the Tampa Bay Commuter Rail Authority, which is important to know it is a three-county area rail planning board.

I am here today on behalf of both the Board of County Commissioners and the Tampa Bay Commuter Rail Authority to talk about and request funding for a 31-mile segment of a rail corridor between Lakeland and Tampa. I would like to say that I think this is, this project, and I don't usually follow prepared remarks, but I will follow along generally.

I think this is a project that is a good example of the concept that gets kicked around a lot of rowing versus steering because it is strategically situated as the first leg of a 136-mile regional computer rail system that would go all through the Tampa Bay area. Furthermore, it is the western leg of one of the five high-speed rail corridors designated last year by the Department of Transportation that runs from Miami up to Orlando to Tampa.

What we are requesting today is not the full $24 million, but for one-year funding for the preliminary design and engineering work on the segment 31 miles going from Lakeland to Tampa. The ultimate capital cost for that project is $24 million. Excuse me; 80 percent of that is for rolling stock.

At $24 million for 31 miles of rail, that is less than $0.8 million per mile, which in transportation terms, is a very affordable investment. In fact, in our county, when we take a rural roadway to an urban road grade, it costs us between $2 and $4 million per mile.

The proposed computer rail system—you have a map of it in front of you—includes lines that run from St. Petersburg through Clearwater to Tampa, to Brooksville, and from Tampa over to Land City and Lakeland. We studied these lines for two years and I would like to point out the positive attributes of the Lakeland to Tampa line. First, it is cheap. Again $0.8 million per mile for new transportation capacity is very affordable.

Second of all, three of the five stations, excuse me, three of the five stations along the line are existing. Two of them are historic structures of which our local community has already invested local tax dollars to improve.

Third, the rail corridor is parallel and would serve a very heavily congested corridor from Lakeland to Tampa over 2.5 million annual trips are on I–4. For the next 15 years, that interstate is going to be under reconstruction. Obviously, it would also serve traffic maintenance purpose.

Fourth, it is very competitive. The travel time from Lakeland to downtown Tampa would be 34 minutes. At rush hour, that commute time is over an hour by automobile.

Fifth, and I think this is very important, Florida has the toughest growth management laws in the country. You cannot pull a development permit unless you have transportation capacity in place. Local governments in Florida are trying to steer growth in compact fashions away from environmentally sensitive areas by providing for transportation infrastructure in the right places at the right times.

The timing of this proposal is critical because our county is about to engage in the update of its comprehensive plan. If we proceed along the lines of developing this as a rail corridor, we can plan and allocate growth along those corridors.

With 300,000 people projected to move into Hillsborough County in the next 20 years, strategic planning today of future transportation infrastructure is critical for orderly growth and development for minimizing the impacts of the growth and development on taxpayers.

I would like to also add that this is a very low risk investment. Unlike fixed structures where-fixed transit programs where you put a lot of money into the capital if it doesn't work, you are stuck with it. Here most of the capital investment is in rolling stock. And I don't anticipate any kind of failure because the corridor is very popular and very heavily traveled, but the fact of the matter is, when Congress is making a decision, you would ask: "Is this going to be a white elephant?"

The answer is no, because if it does, and I don't think it would turn into a white elephant, you can always transfer or liquidate the asset.

Finally and importantly, the Lakeland to Tampa line, as I said from the beginning, is the western end of a line existing, Amtrak-CSX line that runs from Lakeland to Tampa. This past Tuesday, the Orange County Commission, which is Orlando Florida, joined the Polk County Commission and Hillsborough County Commission in requesting the Governor to proceed immediately to try and develop intercity rail service on the existing rail line.

We are looking at the high-speed rail, but we realize the capital costs are so high, it is probably 15 to 20 years down the road. In the meantime, we have very high traffic demands on that corridor with over 13 million annual trips now between Orlando and Tampa, and 23 million projected by the year 2010.

In terms of rowing versus steering, we are not asking nor do we intend to seek any operating assistance from the Federal Government, just the initial capital cost for this line over a three-year period. We expect that the local governments and the State government will fund the operating costs, private developers to get involved in station development.

So for an investment of $24 million over the next three years, the Federal Government would lever probably close to $50 to $100 million of local investment. That is very important. I think this is a real important step forward for our region. We are a major, major growth corridor. Hillsborough is projected to have a 70-percent increase in the number of jobs, seventh largest employment center.

This is a decade of new growth and this will help us frame our future growth patterns in a way that is affordable, reasonable, and sensible.

I thank you very, very much for this opportunity. This is my first time I testified before Congress. I will forever chuckle about this, Mr. Chairman, that I had this opportunity.

This past fall, I stood down on center ice of a hockey game presenting a plaque to the Tampa Bay. Never thought I would be moving from Michigan to present a plaque on center ice in Tampa, Florida. Life has many twists and turns and this will be a memorable time for me.

We have received our investment criteria. We will endeavor to provide as many answer as we can. One of the reasons we are requesting the preliminary engineering funding is to nail down some of these issues even more.

[The prepared statement of Mr. Turanchik follows:]

BOARD OF COUNTY COMMISSIONERS
HILLSBOROUGH COUNTY, FLORIDA

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Tampa, Florida 33601
(813) 272-5660

Frederick B. Karl, County Administrator

Honorable Ed Turanchik

Chairman, Board of County Commissioners

Hillsborough County, Florida

Chairman Carr and Committee members, my name is Ed Turanchik. I am Chairman of the Hillsborough County Board of County Commissioners and the Hillsborough County Metropolitan Planning Organization. I also serve as Vice-Chairman of HARTline, our local public bus authority and the Tampa Bay Commuter Rail Authority. The latter, a seven member board comprised of representatives from Hillsborough, Pinellas and Pasco Counties, was created by the Florida legislature in 1990 for the purpose of developing a regional rapid transit system.

I would like to begin by thanking you for the opportunity to appear today. We would like to ask for your favorable consideration of our request for funding of an affordable and low cost fixed rail transit line in the Tampa Bay area. Specifically, I am here on behalf of Hillsborough County and the Tampa Bay Commuter Rail Authority to request $24.0 million for the capital costs of a single rail line which would run 31 miles from downtown Tampa to downtown Lakeland using existing rails. At a total capital cost of about $ .8 million per mile, this would be one of the lowest, if not the lowest cost rail corridor in the country.

As background to this request, you should know that the Tampa

Bay area, through the Rail Authority, has been evaluating the feasibility of developing a regional rail system utilizing existing CSX rail lines. These lines run from St. Petersburg through Clearwater to Tampa, from Brooksville to Tampa, and from Lakeland to Tampa. A map of the proposed lines is attached. All of the respective county commissions and MPOs in the region as well as many major business, civic and neighborhood organizations have endorsed this transit initiative.

After a year of study, our consultant, Wilbur Smith Associates, has identified the Lakeland to Tampa line as the highest priority for development. The advantages of this line are many.

First, it is inexpensive to implement since it would utilize an existing CSX line which has minimal existing freight and passenger service. This means that train speeds would be high and capital investments in rail line improvements would be low;

Second, stations for this line already exist at some locations or would be easy and inexpensive to develop in others. Moreover, three of the four stations present excellent multi-modal opportunities;

Third, the Lakeland/Tampa line serves major population centers and residential communities in the Tampa Bay area and is a major commuter corridor, with over 2.5 million annual trips on I-4 between Lakeland and Tampa;

Fourth, with a projected travel time of 34 minutes between Lakeland and Tampa, this line would be very competitive to automobile travel between Lakeland and Tampa, most of which is on heavily congested I-4. This competitive advantage would increase when I-4 reconstruction work commences in the mid-1990s;

Fifth, because of Florida's growth management laws and the current land uses in unincorporated Hillsborough County, there are substantial opportunities for promoting and developing transit-oriented residential and commercial projects adjacent to certain sections of this line. This is particularly true because Hillsborough County will be performing its five-year update of its comprehensive growth management plan in the next twelve months, providing us with the opportunity to target growth along this corridor;

Sixth, the risk of a bad investment in this line is very low since approximately $20 million (eighty percent) of the total capital cost is in rolling stock. Unlike other capital projects, in this case if expectations are not fulfilled or the project is unsuccessful, the principal asset can be readily sold or transferred to another system;

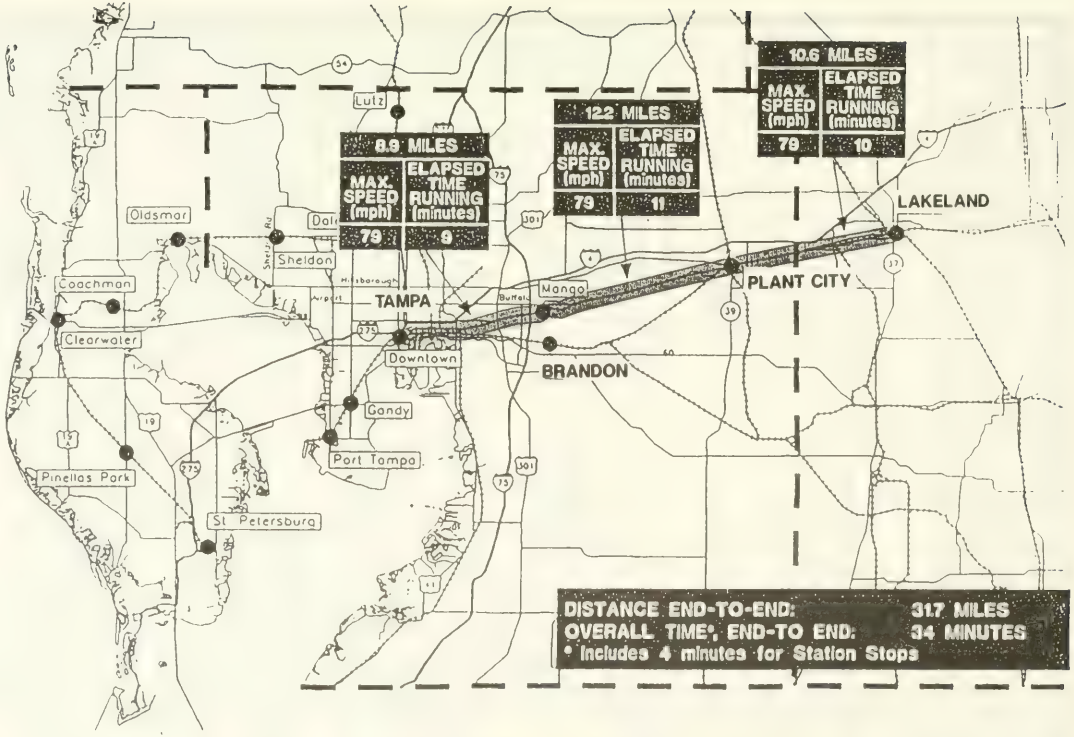
Finally, the Lakeland/Tampa line is the western end of the existing CSX line which serves the Disney area and Orlando. Development of the Lakeland/Tampa end of this line would catalyze the eventual development of affordable and practical intercity rail service between Orlando, Lakeland and Tampa. With over 13 million annual trips on I-4 between Tampa and Orlando today and 22 million projected by the year 2010, the development of such transit service is critical and highly desirable. You should note that the Florida

Department of Transportation, through its consultant ICF Kaiser Engineering, has estimated that approximately 1.8 million riders per year would utilize a Tampa to Orlando rail line which used the Lakeland/Tampa line as its western alignment.

With respect to operating revenue sources and local capital match, the Florida Legislature recently authorized counties to levy an additional five cents gas tax, with or without voter approval, as well as up to a one cent sales tax, subject to voter approval. Because this authority was only recently enacted, Hillsborough County has not had an opportunity to evaluate and address which would be the more suitable funding source to provide operating revenues. Whatever the local source, state of Florida internodal funds would also be available to match local operating contributions.

In conclusion, the Tampa Bay area is projected to be one of the eight top job generators in the nation this decade. Hillsborough County's employment alone is projected to climb by 70% in the next two decades, while population will increase by 38% These figures reflect that, while Tampa and Hillsborough will be the primary job generator of the region, workers will increasingly locate in the outlying suburban communities. If we are to prosper by this growth and not be strangled by it, it is crucial to develop alternative transportation modes today which promote more compact, environmentally compatible, and cost-affordable growth tomorrow. Development of the Lakeland/Tampa line would allow us to better manage our growth, promote sound stewardship of our public and natural resources, and relieve congestion on a major U.S. interstate, all for a cost that is modest as compared to other transit proposals. We believe that this is a proposal worthy of your serious and favorable consideration.

Again, thank you for providing us with the opportunity to address you. I would be happy to answer any questions.



ROUTE PLAN - LAKELAND-TAMPA LINE, VIA "A" LINE

Tampa Bay Commuter Rail Study

Wilbur Smith Associates

LETTERS AND RESOLUTIONS SUPPORTING THE 1992 RAIL FEASIBILITY STUDY

City of Tampa	City Council
City of St. Petersburg	Mayor
City of Lakeland	Mayor
City of Brooksville	Mayor
City of Clearwater	Mayor
City of Winter Haven	Mayor
City of Largo	Commissioner
Consumer Action Network	Executive Director
Greater Clearwater Chamber of Commerce	President
Greater Tampa Assoc. of Realtors	President
Greater Tampa Chamber of Commerce	President
Greater Town N Country Chamber of Commerce	President
Hillsborough Board of Co. Commissioners	Chairman
Pasco Board of County Commissioners	Vice Chairman
Pinellas County MPO	Chairman
Tampa Audubon Society	President
Tampa Homeowners Assoc. of Neighborhoods	President
Town N Country Civic Assoc.	President
Ybor City Develop. Corp.	President
Tampa Urban Area MPO	Chairman
Pasco County MPO	Chairman

Mr. Carr. Thank you very much. It is a pleasure to see you. I am wondering what is the total cost of this?

Mr. Turanchik. For the Lakeland to Tampa line the cost is $24 million. That would include stations, trackage, rolling stock.

Mr. Carr. Who owns that track now?

Mr. Turanchik. CSX. And we do not anticipate being able to acquire it, so the trackage right options are something that would have to be covered by operating expenses and that is something local government would have to handle.

Mr. Carr. And CSX has indicated that they are prepared to——

Mr. Turanchik. We have worked with them from the inception of this very close working relationship. They are going to be getting top dollars, as I am sure you know, and Congressman Wolf knows from Virginia Railway Express.

Mr. Carr. Who would operate the, would you contract the operator?

Mr. Turanchik. Yes, sir, I would imagine. We are not at that phase, but we are very much into trying to minimize administrative costs and maximize private sector involvement. We are doing that a lot in corrections in Hillsborough County as well.

Mr. Carr. And have you gone to potential contractors?

Mr. Turanchik. No, we are not at that stage yet, Mr. Chairman.

Mr. Carr. Okay.

Mr. Turanchik. We have talked to Morrison, Nudson about the lease option on the rail cars and those sorts of things. We need to, I think, push this a bit further and that is why we are here today.

Frankly, we are hoping that you will view this project as a meritorious one, the first leg to get going, and think of it in terms of a three-year investment spreading capital costs and planning costs over the three years.

It is in a State like Florida or other places that are new growth States. There is a point at which investment of rail can have a very positive interim effect which is pushing development around at the right kinds of places. If you get too far down the growth curve, you get a land development pattern that makes it very difficult to serve by rail.

We are at a very special point in time, where a commitment in planning to do rail and moving down that line will help us focus growth that can be supported or that will better support transit in the long run. Again, we took this approach because it is a very low cost, affordable option for us and view it as being very low risk for government.

Mr. Carr. And again, what is the initial request to this committee?

Mr. Turanchik. Up to $3 million.

Mr. Carr. Three million.

Mr. Wolf?

Mr. Wolf. I have no questions.

Mr. Carr. Okay. Thank you.

Mr. Turanchik. Thank you both very much.

Mr. Carr. Given that we have been here since 9:00 o'clock, I think we will take a short 15-minute break and return.

[Recess.]

THURSDAY, MAY 6, 1993.

23RD STREET VIADUCT REPLACEMENT PROJECT
MOUSETRAP PROJECT

WITNESSES

HON. PATRICIA SCHROEDER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF COLORADO

WELLINGTON E. WEBB, MAYOR, CITY OF DENVER, COLORADO

DWIGHT BOWER, DEPUTY DIRECTOR, COLORADO DEPARTMENT OF TRANSPORTATION

Mr. CARR. We will reconvene. I would like to welcome our good friend Pat Schroeder.

You have some guests?

Mrs. SCHROEDER. Yes, I sure do.

Mr. CARR. The Mayor of Denver.

Mayor, how are you?

Mrs. SCHROEDER. We are ready to make it "Bob Carr Day" in Denver.

Do you want me to start off?

Mr. CARR. Please do.

Mrs. SCHROEDER. Well, Mr. Chairman, I thank you again for the opportunity of being here and the help that you have given us in the past on the 23rd Street Viaduct and the Mousetrap. Of course, you remember the Mousetrap, that is where all the weapons fell off coming in.

We in the City of Denver truly, truly appreciate it. We salute all the good things that you have been doing here in this committee and the new criteria that you put out, I think we hit every one of them right on target. But there is nothing more for me to say because I have got my great Mayor, who does it much better. So let me yield to the very distinguished Mayor of Denver. Wellington.

Mr. CARR. Mayor, welcome.

Mr. WEBB. Thank you.

Thank you, Pat.

Chairman Carr and Members of the committee, I am Wellington Webb, Mayor of the City of Denver, Colorado. I am here to request your assistance with a critically needed project needed by my community, one I think you are familiar with, the 23rd Street Viaduct.

In the 20 months since I became Mayor of Denver, I have spent a great deal of my time on this funding. I have the support of the State of the Colorado and metropolitan planning organization and Denver Regional Council of Governments, every step of the way.

They have committed every resource they could find and it still isn't enough to complete the $56 million 23rd Street Viaduct replacement project. We still need $25 million.

The 23rd Street Viaduct is 102 years old. It has a sufficiency rating of 4 on a scale of 100. It must be replaced. It is the top priority project on the Colorado Department of the Transportation's bridge list. The City of Denver committed $10.4 million up front. That paid for design, right-of-way acquisition and environmental work.

Phase I of the project is underway. The 23rd Street project received $13 million in programmed Federal funds, and with $4.3 million in Denver funding. Phase I was advertised and awarded in 1992. This will be two lanes and will include construction of as much of the new facility as can be constructed while the current facility remains in operation. This includes a minimum two-lane roadway structure.

This committee recommended the 23rd Street Viaduct project in Denver for a priority listing in the report accompanying the fiscal year 1991 and 1992 Transportation Appropriations Bills. That recommendation did not lead to FHWA discretionary bridge funding for the viaduct during those funding years.

In the 1993 bill, this committee recommended priority listing again and the conference report included an earmark for $12 million but that project was not funded. After the disappointment last fall, Denver received additional help from the Denver Regional Council of Governments and the Colorado Department of Transportation, as they allocated 1993 program funds. But even that could not stretch far enough to finish the project.

I thought we had part of the problem solved again this spring when this committee and subsequently the full House passed the President's Economic Stimulus Package. It has not become law, and I am, therefore, here again to ask for your help.

We still need $25 million in discretionary bridge funds for the project. We are running short of time to complete the project without causing major delays in traffic entering downtown Denver from interstate 25 on the North. The rest of the project is designed and awaiting funding.

The requested funding for the remaining work is $25 million in Federal funds, with City of Denver funding the last $6.3 million. This will include removal of the existing structure and construction of the remaining project not in Phase I.

This includes $1 million over and above the original estimate Denver will pay. We ask for your assistance.

Mr. Chairman, I also want to express my thanks to the committee for its support of the Mousetrap in Colorado and Denver's most important interstate-to-interstate interchange. Dwight Bower of the Colorado Department of Transportation is here today to talk with you about this multi-year reconstruction project. He has devoted years of work also to this project.

[The prepared statement of Mayor Webb follows:]

Statement of Denver Mayor Wellington Webb
May 6, 1993
Before the House Appropriations Transportation Subcommittee

In the 20 months since I became Mayor of Denver, I have focused a great deal of my time on one major surface transportation project, and I am here again today to ask for your help with it. I have had the support of the State of Colorado and the metropolitan planning organization (Denver Regional Council of Governments) every step of the way. They have committed every resource they could find, and it still isn't enough to complete the $56 million 23rd Street Viaduct replacement project. We still need $25 million.

The 23rd Street viaduct is 102 years old. It has a sufficiency rating of 4 on a scale of 100. It must be replaced. It is the top priority project on the Colorado Department of Transportation's bridge list. The City of Denver committed $10.4 million up front. That paid for design, right-of-way acquisition, and environmental work.

Phase I of the project is underway. The 23rd Street Project received $13 million in programmed federal funds and, with $4.3 million in Denver funding. Phase I was advertised and awarded in 1992. This will be two lanes and will include construction of as much of the new facility as can be constructed while the current facility remains in operation. This includes a minimum two-lane roadway structure.

This committee recommended the 23rd Street viaduct project in Denver for priority listing in the report accompanying the FY 1991 and FY 1992 Transportation Appropriations bills. That recommendation did not lead to FHWA discretionary bridge funding for the viaduct during those funding years.

We thought we had resolved a significant portion of this funding problem last fall when we received a copy of page 36 of the conference report to accompany H.R. 5518, the FY 1993 Transportation Appropriations bill. It said (in part):

Discretionary bridge allocations. -- The conference agreement includes the following allocations of discretionary bridge funds:

23rd Street Viaduct, Colorado	$12,000,000

Eight other bridges were listed after 23rd Street. The list of bridges funded by FHWA in late October of 1992 looked very different from the conference report list. Colorado did not receive any funding from this pot for 23rd Street viaduct.

We waited until the President had signed the bill into law on October 6, 1992, and then we went ahead with preparation of the bid package for Phase IIA of the 23rd Street project. We made decisions based on a minimum buildout of four lanes by Spring 1995 -- when the new Coors Field baseball stadium will open. It may seem as though we could have changed those decisions when the funding we were counting on did not come through, but one corollary is irreversible.

On October 17, we closed and began to dismantle the 20th Street viaduct, our only alternative route into downtown from I-25 at the north end of the Central Business District. The closing of 20th Street has been planned for years; it is the final section of the FTA/FHWA North I-25 Busway/HOV project. This committee appropriated funds over several years for this project. It is under construction.

The Regional Transportation District expects to have buses using the new 20th Street facility by Fall 1994. The roadway portion of the viaduct will be open the following year. It will provide two lanes for regular automobile traffic into downtown, plus the bus/HOV lane.

The neighborhoods just west of I-25 have been adamant players in the planning for access to Downtown. They have insisted that 23rd Street, not 20th Street, must be the primary access point in order to keep air pollution levels and traffic congestion down in this oldest residential section of Denver. The City and Colorado Department of Transportation have agreed that the 20th Street interchange will not open until 23rd

Street viaduct replacement is completed and opened. This agreement was made in order to mitigate the traffic impacts in adjacent neighborhoods, and it means access to Downtown will be severely limited if 23rd Street is further delayed.

After the disappointment last fall, Denver got additional help from Denver Regional Council of Governments and Colorado Department of Transportation as they allocated FY 1993 program funds. But even that could not stretch far enough to finish this project.

I thought we had part of the problem solved again this spring when this committee and subsequently the full House passed the President's economic stimulus package. Colorado estimated that $40 million would come to our state for ready-to-go transportation projects -- and there has never been such a ready one as 23rd Street. The amount planned for 23rd Street if that package passed was $11.6 million.

Now that the bill known as H.R. 1553 has passed without any transportation funding in it, I am here again to ask for your help. We still need $25 million in discretionary bridge funds for this project. We are running short on time to complete the project without causing major delays in traffic entering Downtown Denver from I-25 on the north.

The rest of the project is designed and awaiting funding. The funding request for the remaining work is $25 million in federal funds, with the City of Denver funding the last $6.3 million. This will include removal of the existing structure and construction of the remaining project not in Phase I. This includes $1.1 million over and above the original estimate, which Denver will pay. We ask for your assistance.

Mr. Chairman, I also want to express my thanks to the committee for its support of the Mousetrap, Colorado's and Denver's most important interstate-to-interstate interchange. Dwight Bower of Colorado Department of Transportation is here today to talk with you about this multi-year reconstruction project. He has devoted years of work to it.

23rd
STREET
VIADUCT REPLACEMENT

Presented by

THE CITY AND COUNTY OF DENVER

For more information, contact:
Mike Dino
Assistant to the Mayor
1437 Bannock St., Room 350
Denver, Colorado 80202
(303) 640-2035

Richard Brasher
Deputy Manager for Transportation
City and County of Denver
200 W. 14th Avenue, Room 302
Denver, Colorado 80204
(303) 640-3942

Your help is needed to complete the funding for 23rd Street Viaduct

The 23rd Street Viaduct has received approximately one third of the required Federal funding for this structure and Phase 1 construction is now underway. Plans for the entire project are complete and when funding is available the balance of the project can be advertised for construction in a short period of time.

The ultimate design of the 23rd Street Viaduct is four lanes in each direction, plus new approaches at both ends. Phase 1 construction will include components as illustrated on the attached Figure 3, which consists of the following structural elements:

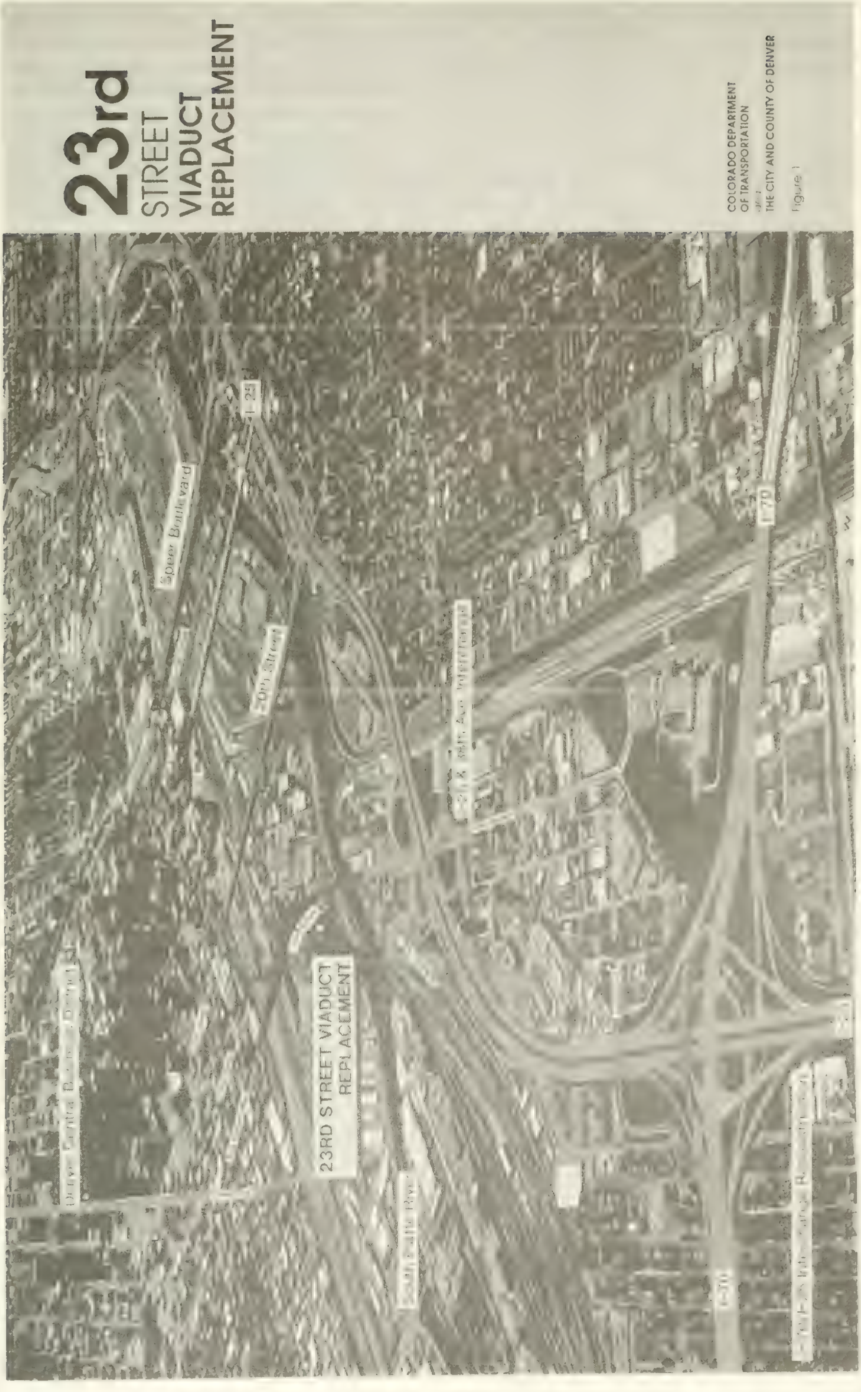
- Four lanes inbound from future Wewatta Street to Blake Street.
- Two lanes inbound from the Platte River to future Wewatta St.
- Four lanes inbound over the Platte River.

This first phase could operate as one lane in each direction until the viaduct is complete.

The 101-year old 23rd Street Viaduct, a designated Federal Aid Urban System facility, serves as the primary access link into the Denver Central Business District (CBD) and the hospital district east of Broadway for general traffic originating from the northern half of the metropolitan area utilizing the I-70 and north I-25 corridors (please refer to Figure 1). Over the years, the viaduct has deteriorated to a point where it must be replaced. The City and County of Denver and the Colorado Department of Transportation are requesting your support to secure funding for this high priority project.

Existing conditions demand action

The 23rd Street Viaduct was originally constructed in 1890 and has reached a serious level of structural and functional deficiency during its 101-year life. A recent structural analysis of the two-lane, 2,681-foot concrete deck and steel-supporting structure resulted in a sufficiency rating of 4.0. For reference, 0=worst and 100=best; a rating below 50.0 qualifies a structure for replacement or reconstruction. The interpreted results of an infrared study and chloride tests revealed that the delaminated concrete deck, which comprises 51 percent of the entire deck area of the structure, poses serious conditions from spans No. 13 to No. 46. Chloride ion concentrations of 2.947 pounds per cubic yard exist throughout the entire deck. The accepted value is 2.0 pounds per cubic yard or less. Both of these studies indicate and confirm the serious levels of contamination and state of deterioration this viaduct deck presently exhibits. The City has been forced over the years to institute


23rd
STREET
VIADUCT
REPLACEMENT
COLORADO DEPARTMENT
OF TRANSPORTATION
and
THE CITY AND COUNTY OF DENVER
Figure 1
Speer Boulevard
I-25
20th Street
23RD STREET VIADUCT
REPLACEMENT
I-70

vehicle load restrictions that currently restrict buses and trucks from viaduct. This necessitates that emergency vehicles, including fire and rescue equipment, travel more circuitous routes to reach required destinations. Deck failures have occurred with regularity in recent years causing emergency viaduct closures and spot repairs. The City conducts weekly structural surveillance to detect potential failures. Emergency repairs and closures will likely be required with increased frequency until a replacement viaduct is completed. In fact, the viaduct has had to be closed three times in the last 18 months due to breakthroughs in the deck.

The 23rd Street Viaduct is one of two viaducts which will provide major access into the CBD from North I-25 and is a key element of the Regional Transportation Plan. The Speer Boulevard Viaduct, situated south of the 23rd Street Viaduct, was recently replaced. Speer serves general traffic originating from southern portions of metro Denver. That viaduct replacement project received funds from the Federal Bridge Replacement Discretionary Funding Program.

Replacement of the narrow, structurally and functionally deficient 23rd Street Viaduct is very important to the City as well as the metropolitan area. Loss of this critical facility would substantially degrade traffic operations on I-25 mainline travel lanes as well as lead to serious congestion on adjacent roadways in many of the neighborhoods surrounding the CBD. Additionally, significant negative economic impacts to Denver's CBD are expected if the City is required to close the viaduct due to a structural failure prior to constructing a replacement facility.

Proposed project satisfies replacement criteria

Current daily traffic volumes of 21,000-24,000 vehicles approach the available viaduct capacity. In the peak hours, vehicles typically encounter very long delays on the viaduct. In addition, it was estimated that approximately 6,000 trucks and buses have been diverted to other congested corridors because of the load restrictions. A total travel demand of 27,000 to 30,000 vehicles per day would far exceed the capacity of the viaduct. The future traffic volumes forecast by the Denver Regional Council of Governments represent an approximate threefold increase over the existing traffic volume. Current volumes and resulting congestion call for additional travel lanes within this corridor.

The extremely low sufficiency rating (4.0) and increased frequency of repairs, severe load restrictions, and high traffic volumes necessitates the immediate replacement of this major transportation link connecting Downtown with the I-25 corridor.

Proposed project has a high level of support

Over the last six years, several adopted studies and plans have supported the replacement recommendation. These include: *The Denver Comprehensive Plan* (1989), *Downtown Area Plan* (1986), *Central Platte Valley Plan* (1986), *I-25/CBD Access Study* (1985), and the *Denver Regional 2010 Transportation Plan* (1988). The project has widespread local government and community support as evidenced by the attached letters from the Colorado Department of Transportation, the City and County of Denver (Mayor and City Council), the Denver Regional Council of Governments, the Regional Transportation District, the Denver Metropolitan Major League Baseball Stadium District, the Greater Denver Chamber of Commerce, and the Downtown Denver Partnership.

A number of projects have been undertaken by both public and private sector groups in Denver to stimulate the growth and redevelopment of downtown Denver while providing ways to more easily move people, goods, and services in and out of the core city. Major policy initiatives have been undertaken by the City and County of Denver, and specifically the Mayor's Office. In February of 1992 Mayor Wellington Webb announced the *Downtown Denver Agenda*. The agenda is a comprehensive work program for downtown Denver pulling together a broad range of public and private sector initiatives into one coordinated effort. This initiative, driven by the public sector and specifically the Office of the Mayor and the Denver City Council with active participation from the private sector, leverages public resources with those of the private sector to achieve community objectives. Transportation is a critical piece of this agenda. A number of transportation projects are listed, many of which are underway. The 23rd Street Viaduct replacement project is a critical project identified in the *Downtown Denver Agenda*.

23rd Street Bridge Damage

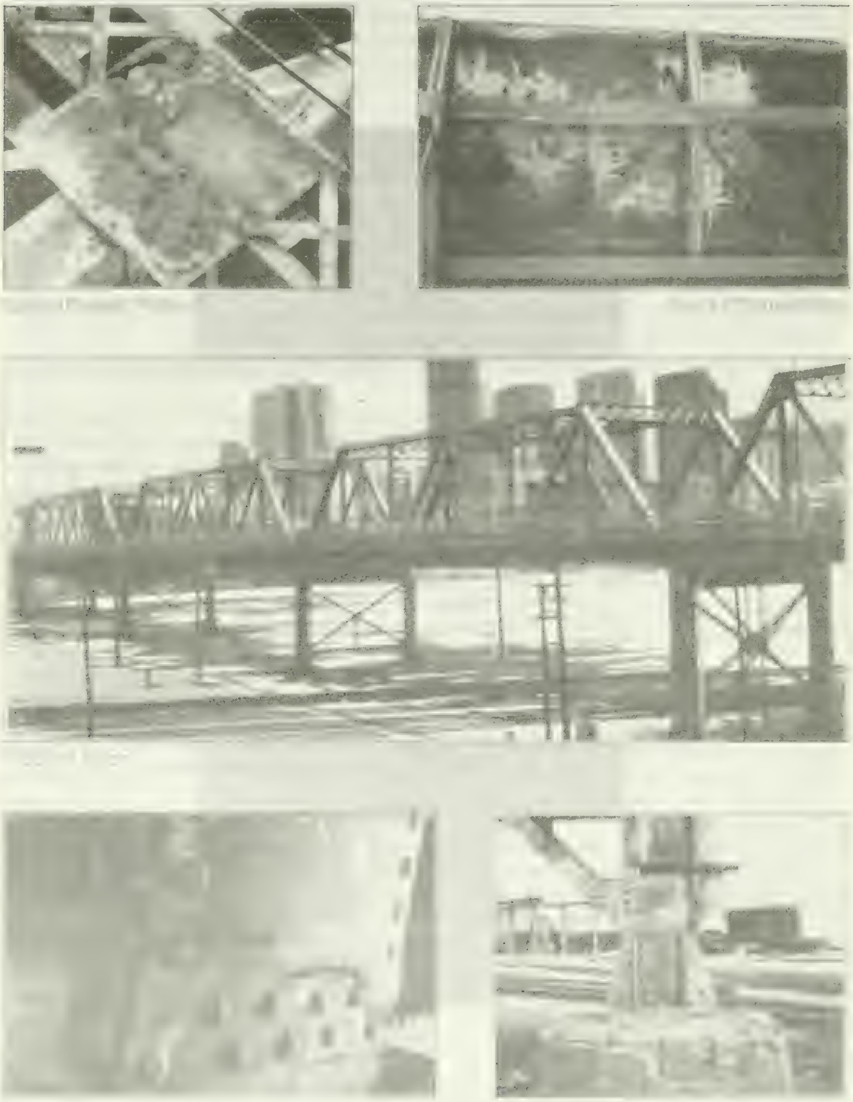
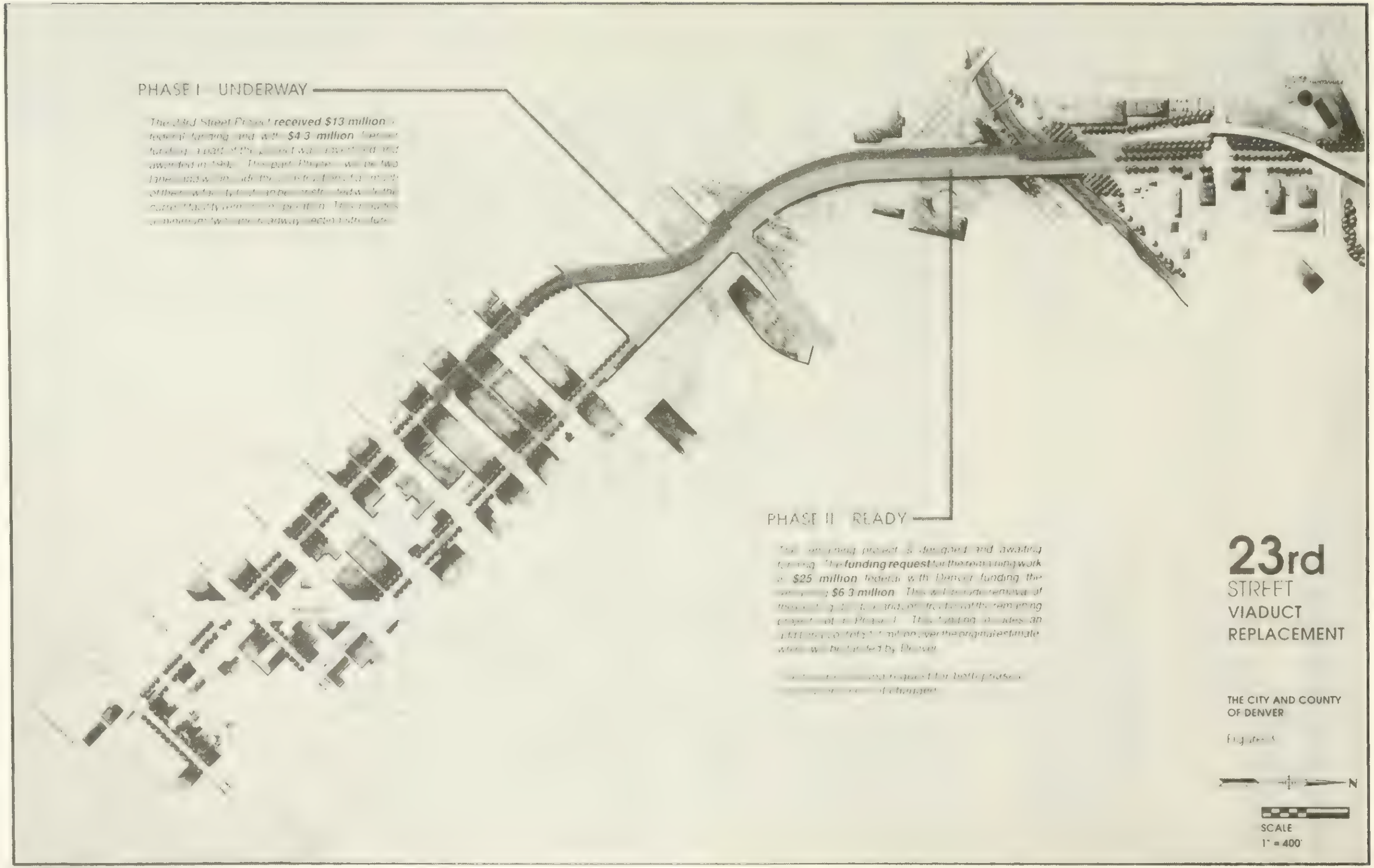


Figure 2



PHASE I UNDERWAY

The 23rd Street Project **received $13 million** in federal funding and with **$4.3 million** [illegible] funding. A part of the project was [illegible] awarded in [illegible]. The [illegible] Phase [illegible] be two [illegible]

PHASE II READY

The remaining project is designed and awaiting funding. The **funding request** for the remaining work is **$25 million** federal with Denver funding the remaining **$6.3 million**. This will include removal of [illegible] the remaining [illegible] of Phase I. This funding includes an [illegible] million over the original estimate which will be funded by Denver.

[illegible] request for both phases [illegible] changed.

23rd
STREET
VIADUCT
REPLACEMENT

THE CITY AND COUNTY
OF DENVER

Figure [illegible]

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

4201 East Arkansas Avenue
Denver, Colorado 80222
(303) 757-9011

DOT

April 17, 1992

Mr. George Osborne
Division Administrator
Federal Highway Administration
Colorado Division
555 Zang Street
Lakewood, CO 80228

Dear Mr. Osborne:

The Colorado Department of Highways supports the request of the City and County of Denver for discretionary bridge replacement funds as provided for by the Intermodal Surface Transportation Efficiency Act of 1991. The proposed project will involve the replacement of the 23rd Street Viaduct, as well as a contiguous ramp known as Delgany Street. This project is on a roadway functionally classified as a principal arterial. The structure is included on the select list, and therefore is eligible for rehabilitation and/or replacement. The project is located within the Denver Urban area.

The Sufficiency Rating (SR) for the Viaduct is 4.0. This SR was verified by a recent field inspection in the latter half of 1990. The inspection was conducted in conformity with the applicable provisions of the National Bridge Inspection Standards (NBIS).

The replacement structure will be constructed in the same general traffic corridor as the existing viaduct. The replacement will satisfy current geometric, construction, and structural standards for the types and volume of projected traffic on the viaduct over its design life. The structure will serve as a connector between Interstate 25 and the Denver Central Business District. A direct flyover exit ramp from Interstate 25 will connect to the proposed 23rd Street Viaduct.

Pursuant to the provisions of 23 U.S.C. 144, the replacement structure is eligible for allocation of funding from the discretionary portion of the Highway Bridge Rehabilitation and Replacement Program (HBRRP) apportionment. The total project cost is estimated to be approximately $47.5 million. This cost is exclusive of the Environmental Assessment and preliminary engineering costs of approximately $5.3 million which were funded by the City and County of Denver.

The city has also committed its matching share of the total project cost. The project is scheduled to be awarded prior to September 30, 1992. The Environmental Assessment Project M 1453(3) was completed and adopted by your office, dated March 7, 1991. The engineering contract, including provisions for alternate structure designs, is in the final stages of execution.

The project was developed from the planning process pursuant to 23 U.S.C. 134 and is included in the annual element of the Transportation Improvement Plan for the area. The Department is an integral player in the development of this project. The present structure is a narrow two lane roadway which is not consistent with the improvements to Interstate 25 being constructed at the present time. Without a replacement, the existing restricted structure will result in congestion impacts on Interstate 25.

Accordingly, the Department considers this replacement its highest and only priority replacement project for discretionary bridge funds. Therefore, we commend this project to you for your evaluation and urge your favorable consideration.

Very truly yours,

Dwight M. Bower

Dwight M. Bower
Deputy Director of
Transportation

Wellington E. Webb
MAYOR

City and County of Denver
CITY AND COUNTY BUILDING • DENVER, COLORADO • 80202

AREA CODE 303 640-2721
640-2720 (V/TDD)

April 17, 1992

Mr. Peter J. King, Jr., Chairman
Colorado Transportation Commission
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

Dear Mr. King:

Replacement of the 101 year old 23rd Street Viaduct is the City's highest priority transportation project. We have pursued an aggressive strategy to obtain Federal Bridge Discretionary funding in the amount of $38 million and successfully received "priority designation of the project by Congress earlier this year. However, funding for the discretionary program as included in the recently passed Surface Transportation Act was reduced from over $200 million to less than $50 million nationwide for 1992; 23rd has not been included in this scaled back program.

The 23rd Street Viaduct is intended to provide primary access from north I-25 into Downtown, including the Baseball Stadium. It is a key element of the Regional Transportation Plan and is important to the City as well as the metropolitan area. The extremely low sufficiency rating (4 out of 100), increased frequency of repairs, severe load restrictions, and temporary closures necessitates its immediate replacement. Loss of this facility would substantially degrade traffic operations on I-25; lead to serious congestion on adjacent roadways in surrounding Downtown neighborhoods; and have negative impacts on Downtown economic activity, baseball access, and air quality.

Thank you for your continued support of this project. We look forward to working with the Colorado Department of Transportation in the construction of this critical facility.

Sincerely,

Wellington E. Webb

Wellington Webb
MAYOR

/jg

Cathy Reynolds At Large
Tim Sandos At Large
William A. "Bill" Scheitler District 1
T. J. "Ted" Hackworth District 2
Ramona Martinez District 3
Stephanie A. Foote District 4
Polly Flobeck District 5
Mary DeGroot District 6

Meetings Monday Evenings at 6:30
City and County Building

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City and County of Denver

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Allegra "Happy" Haynes District 11

Jackie Limon Secretary

ROOM 451 ● CITY & COUNTY BUILDING
DENVER COLORADO ● 80202
AREA CODE (303) 640-3012

April 20, 1992

Mr. Peter J. King, Chairman
Colorado Transportation Commission
Colorado Department of Transportation
4201 E. Arkansas Avenue
Denver, CO 80222

Dear Mr. King:

For the City of Denver and particularly the district I represent in the City Council, the replacement of the 23rd Street viaduct is a top priority. The City has pursued an aggressive strategy to obtain federal bridge discretionary funding for this project. We were successful in obtaining "priority designation" in the Fiscal Year 1991 and 1992 federal Transportation Appropriation bills.

Changes in the authorizing legislation passed last year and cuts in funding for the discretionary program from $200 million to $50 million nationwide for FY 1992 means that no new projects will be funded this year and no federal funds will be directed to 23rd Street.

We are getting desperate here in Denver. The sufficiency rating of this viaduct has been dropped again this year -- to 4 out of a possible 100. We have had trucks punch through the roadbed twice since I have been on City Council. This is a major access route to downtown from I-25, and it is a major access route for the new baseball stadium which will come on line in 1995. We need some help with this project.

In addition, the residents of the neighborhoods on the west side of I-25 are concerned about 23rd Street viaduct. If the viaduct is not soon replaced, it will have to be closed and much of the traffic which now uses it will be spilled onto their narrow streets. The air quality impact would be immense if this happens. The economic loss to Downtown would be intolerable.

I hope you will do all you can to help Colorado and Denver obtain funding for this vital project.

Sincerely,

Deborah L. Ortega

Deborah L. Ortega
City Councilwoman
District #9

DRCOG
Denver Regional Council of Governments

2480 W. 26th Avenue, Suite 200-B
Denver, Colorado 80211-5580
(303) 455-1000 FAX (303) 480-6790
Accessible Via RTD Route 28

Serving Local Governments and the Region Since 1955

April 16, 1992

The Honorable Wellington Webb
Mayor, City & County of Denver
City & County Building
Denver, Colorado 80202

Dear Mayor Webb:

The 23rd Street viaduct is both structurally and functionally deficient, and as such cannot continue to serve as a major access point to the Denver Central Business District (CBD) unless it is completely rehabilitated. Further, the need for the 23rd Street viaduct as an access point to the CBD is further intensified by the I-25 HOV lane currently under construction and the need to serve the new baseball stadium beginning in 1995. Therefore, I urge the City and County of Denver to pursue federal discretionary funding to assist in reconstruction of this viaduct.

In the future the 23rd Street viaduct is anticipated to carry over 50,000 vehicles per day, a substantial portion of which will utilize the facility during the morning and evening peak periods. The existing two-lane bridge is functionally deficient as it cannot accommodate the access needs of the Denver Central Business District. The replacement of the 23rd Street viaduct with additional capacity is clearly needed and, as such, we have included its reconstruction and widening in our adopted Regional Transportation Plan. Not only is the 23rd Street viaduct on the plan, but, because of its importance, we have included it in the annual element of the 1992-96 Transportation Improvement Program (TIP) for the region. This TIP, incorporating the 23rd Street viaduct project, has been found to conform to the requirements of the Clean Air Act Amendments of 1990.

Because of the scale of the 23rd Street viaduct project, it is not possible to completely fund it from resources available to the state and the region through the Intermodal Surface Transportation Efficiency Act. Additional resources will be essential to advance the project to completion within a reasonable period of time.

In summary, replacement of the 23rd street viaduct is consistent with the Metropolitan Planning Organization's (MPO) plans and programs. The continuing effort to pursue discretionary funding for this important project will be critical to its timely completion. If we can be of assistance to your efforts in this regard, please call on us.

Sincerely,

Robert D. Farley
Executive Director

cc: T.J. "Ted" Hackworth, Councilman, City & County of Denver
Gerald Padmore, Commissioner, Colorado Transportation Commission, District 1
A. Ray Chamberlain, Executive Director, Colorado Department of Transportation

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Peter Kenney, Vice Chairman
Roland E. Cole, Secretary-Treasurer
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Peter Kenney, Chairman
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Sandy Hume
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Harold E. Kite
Elsie A. Lacy
D.L. "Don" Parsons
Wellington E. Webb

Regional Transportation District

1600 Blake Street
Denver, Colorado 80202-1399
303/299-2002

RTD

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April 15, 1992

The Honorable Wellington Webb
Mayor, City of Denver
City and County Building
Room 350
Denver, CO 80202

Dear Mayor Webb:

On behalf of the RTD Board of Directors, I want to express our support of your application for bridge replacement funds for the 23rd Street viaduct. This bridge has such a low sufficiency rate (4), that our buses have been prohibited from using it for several years. This has made it difficult for us to adequately serve a portion of the community, while burdening other neighborhoods with detoured buses.

We also believe that this project complements our efforts on the 20th Street Bus/HOV lanes. We are pleased to be able to offer our support for this important project.

Sincerely,

Jack McCroskey

Jack McCroskey, Chairman
RTD Board of Directors

An Equal Opportunity / Affirmative Action Employer

Denver Metropolitan Major League
Baseball Stadium District

John S. Lehigh
Executive Director

April 17, 1992

The Honorable Wellington E. Webb
City and County Bldg., Room 350
Denver, Colorado 80202

Dear Mayor Webb:

On behalf of the Denver Metropolitan Major League Baseball Stadium District, I want to express strong support for your efforts to secure adequate federal participation in the funding for the replacement of the 23rd Street Viaduct.

In April of 1995, the national spotlight will turn to Coors Field when it opens at the foot of the 23rd Street Viaduct as the new home of the National League Colorado Rockies. As you know, this $141.5 million stadium, which is destined to become one of the classic new parks in Major League Baseball, is one of the crown jewels of the extensive public and private investment the citizens of Colorado have already made in that area of their capital city.

As one of the most prominent and important traffic corridors to be utilized by the baseball fans traveling to Coors Field from throughout Colorado, the Rocky Mountain Region and the United States, the new 23rd Street Viaduct will provide the Congress with an opportunity to make a national showcase of its commitment to invest in the future of America by rebuilding key elements of its infrastructure. We heartily support your request that the House Transportation Appropriations Subcommittee continue its support for this project by earmarking bridge discretionary funds and giving priority designation to the 23rd Street Viaduct as a demonstration project.

Thank you for allowing me this opportunity to express the support of the Denver Metropolitan Major League Baseball Stadium District for your efforts to secure federal participation in the funding of the 23rd Street Viaduct replacement project.

Sincerely,

John S Lehigh

John Lehigh
Executive Director

1660 17th Street, Suite 100, Denver CO 80202
(303) 825-0401 Fax (303) 825-1810

GREATER
DENVER
CHAMBER OF
COMMERCE

The Chamber Building
1445 Market Street
Denver, Colorado
80202-1729
FAX 534-3200
(303) 534-8500

April 16, 1992

The Honorable Wellington Webb
Mayor of the City and County of Denver
City and County Building, Room 350
1437 Bannock Street
Denver, CO 80202

Dear Mayor Webb:

The Greater Denver Chamber of Commerce is committed to development of an efficient transportation system in metropolitan Denver. Ensuring good and reliable access in and out of downtown Denver is a priority for both the Chamber and the City and County of Denver. The replacement of the 23rd Street viaduct is a critical project to ensure that this goal is achieved.

The Chamber supports the City and County of Denver's efforts to obtain federal funding assistance for this important project. Its completion will provide easier commuter and mass transit access, improve the region's air quality by improving traffic movement, encourage economic activity in the downtown area, and give easier access to the new major league baseball stadium being built downtown.

The Greater Denver Chamber of Commerce represents a cross section of businesses throughout the region. Our membership recognizes the need for investing in the infrastructure of the metropolitan area in order to maintain and strengthen our economic base.

We are supportive of your efforts to obtain funding commitments for the 23rd Street viaduct project.

Sincerely,

Richard C. D. Fleming
President and Chief Executive Officer

RCDF:vs

Member
METRO DENVER NETWORK

DOWNTOWN DENVER PARTNERSHIP INC.

April 16, 1992

The Honorable Wellington E. Webb
Office of The Mayor
City and County of Denver
City and County Building
Room 350
Denver, CO 80202

Dear Mayor Webb:

This letter is in support of the City of Denver's effort to obtain federal funding for replacement of the 23rd Street Viaduct. It is my understanding that the City has requested assistance for what is considered to be its highest priority transportation project.

The 23rd Street Viaduct provides primary access from north I-25 into Downtown. Access is now hindered by the viaduct's current condition requiring frequent closures and severe load restrictions. Replacement of this main passageway is important to Downtown in terms of commuter vehicle access, mass transit buses, air quality, economic activity and metropolitan access to the new baseball stadium.

The Downtown Denver Partnership, Inc. is Denver's business leadership organization. We represent 330 members who have Downtown business interests in retail, transportation, office space, housing and marketing issues.

The Downtown Denver Partnership, Inc. stands ready to assist the City with efforts to secure funds for this critical project. Thank you for your consideration.

Sincerely,

Marvin W. Buckels
Chairman
Downtown Denver Partnership, Inc.

WEM:mjd

Downtown Denver, Inc *Denver Civic Ventures, Inc* *Downtown Denver Events*
511 Sixteenth Street, Suite 200 Denver, Colorado 80202-4250 303-534-6161 FAX 303-534-2803

Mr. **Carr**. Thank you very much.

We are as disappointed as you are. The committee in the past has tried to highlight the need for this reconstruction, and I just tell you that we are not—we are not happy with the fact that the Department apparently has just ignored the request of the committee. So we will be looking into it from that aspect as well.

When was this bridge built originally?

Mrs. **Schroeder**. 1890 something. We are not even sure because it wore off.

Mr. **Webb**. It is 102 years old now.

Mrs. **Schroeder**. That is right.

Mr. **Carr**. It is really quite clear.

How many vehicles go over this a day?

Mr. **Webb**. The number of vehicles is approximately 23,000, and that is in the——

Mr. **Carr**. Have we had to derate the bridge for safety reasons?

Mr. **Webb**. We have not done that, but what we have done is continually provide some modifications to the bridge because of the safety aspect of it. Because of the location of the bridge going right into one of our busiest areas where the Core 3 is also going to be located. We anticipate additional traffic.

I said 23,000, it is 21,000, 24,000 use the viaduct on daily traffic. It is anticipated that demand will increase 27,000 to 30,000, which would exceed the capacity of the project of the viaduct.

Mr. **Carr**. I am trying to orient myself a little bit.

On the map that you—is this looking North or South? I know 70, I don't know 25.

Mrs. **Schroeder**. The map is actually looking South.

Mr. **Carr**. That is what I thought.

Mrs. **Schroeder**. So you have got Denver on the wrong side, if we are looking North. That is what is confusing about it.

Mr. **Carr**. Us pilots like North at the top of the page.

Mrs. **Schroeder**. I know to a pilot this is very confusing.

Mr. **Carr**. I was trying to figure out what was going on here.

Mr. Price, do you have any questions?

Mr. **Price**. No. Thank you, Mr. Chairman.

I would like to welcome our witnesses and thank them, but I have no specific questions.

Mr. **Carr**. All right.

Do you want to bring up Mr. Bower?

Mrs. **Schroeder**. Yes, we would like to bring up Dwight Bower, who is our Deputy Director of the Colorado Transportation Department. He has done some wonderful work. He has been here many a times and wants to talk about the Mousetrap, which this committee knows an awful lot about. We really appreciate your help on.

Mr. **Carr**. Welcome, Mr. Bower.

Mr. **Bower**. Thank you very much.

I want to thank Congresswoman Schroeder for introducing me. I want to thank this committee for their help with past projects, and the interest they have shown for this project.

I am Dwight Bower and the Deputy Director of the Colorado Department of Transportation. I would like to thank Chairman Carr and the Members of this subcommittee for this opportunity to speak.

The population of Denver area has grown some few hundred percent since the original construction of the interchange at interstate 70 and interstate 25. It was built in 1951.

The interchange complex, as we have already talked about, is locally known as the Mousetrap. It is now severely congested during much of the day, a situation aggravated by the high percentage of trucks utilizing the facility. More than a quarter of a million vehicles travel through the interchange complex on a daily basis. And by the year 2010, travel is projected to grow to 325,000 vehicles per day through the interchange.

The State of Colorado and the Colorado Department of Transportation are moving forward to make this congested crossroad of Colorado operate more safely and efficiently. Hopefully, once it is improved it will be known as the Better Mousetrap. It will be better because of Congress' foresight in including the Interstate 4R discretionary funding provisions in the Surface Transportation Uniform Relocation Assistance Act of 1987 and the Intermodal Surface Transportation Efficiency Act of 1991. We are very appreciative that you have acted to meet the needs of busy urban areas like Denver with this valuable funding mechanism. Colorado has been very fortunate to have received $104 million of Federal I–4R discretionary and now interstate maintenance discretionary funds over the past five years for this project.

In the current year we received $15 million which will complete over half of the Better Mousetrap Project. We have aggressively used all of the I–4R discretionary funds that we have received in a timely manner. The portions of the project that have been completed and open to traffic at the interchange have been deemed major accomplishments toward the successful completion of the project. We request your continued support to complete this major interchange project. The project meets all the criteria established in the act for I–4R discretionary funding. The estimated construction cost of the project is approximately $200 million which includes the State matching shares. The reconstruction of this major interchange complex has national significance.

The Mousetrap is the only interstate-to-interstate interchange complex in Colorado with roadways that traverse Colorado and adjacent States. I–25 is also the major north-south route for transportation of hazardous materials and waste. The reconstruction of this interchange complex will also reduce the potential for accidents and provide a much safer facility to the traveling public. The overall operations and efficiency of the interchange complex will be greatly improved with the reconstruction. The construction of a bus and high occupancy vehicle corridor down the center of I–25 is integral to the timely reconstruction of the interchange complex.

The bus HOV project is a multiagency effort of the Federal Transit Administration, the Federal Highway Administration, the Colorado Department of Transportation, the regional transportation district and the City and County of Denver. Colorado is requesting your support to secure priority designation for our fiscal year 1994 application of $40 million in interstate maintenance discretionary funds.

Completing the Mousetrap Project continues to be a high priority for the Colorado Department of Transportation. We are prepared to utilize $40 million in fiscal year 1994 toward the reconstruction of the Better Mousetrap Project. We are steadfast in our commitment to this project, and we are eager to continue the work that has been completed or is under construction. We ask for your continued support and request your endorsement of priority designation for interstate maintenance funds discretionary funding.

The Colorado Department of Transportation has worked closely with the City of Denver on this project and on the replacement of the 23rd Street viaduct which Mayor Webb spoke to earlier, and the Department of Transportation is in full support of that project and the city's efforts to replace this aging facility.

Thank you, Mr. Chairman.

[The prepared statement of Mr. Bower follows:]

TESTIMONY BEFORE THE HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE

REPRESENTATIVE BOB CARR, CHAIRMAN

MAY 6, 1993

MR. DWIGHT M. BOWER
DEPUTY DIRECTOR
COLORADO DEPARTMENT OF TRANSPORTATION

SUMMARY OF REQUEST:

The Colorado Department of Transportation offers testimony that substantiates the need for priority designation for Fiscal Year 1994 I-4R discretionary funding of the I 70/I 25 interchange complex project. The Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240, Section 1020) included discretionary set-aside funding provisions for projects over $10 million on an urban area high volume route.

The I 70/I 25 interchange complex is located in the City and County of Denver, whose population has grown 200% since the interchange was first constructed in 1951. The interchange is severely congested and the most heavily traveled interchange in Colorado, a situation aggravated by the high percentage of trucks utilizing the facility. The interchange was originally designed in the 1940's, constructed in the 1950's, and saw its last major reconstruction project over 25 years ago. Much of the interchange was designed before the interstate design standards were mandated. The project is estimated to cost $200 million and is over 50% complete. Once improved, the interchange complex will meet interstate design standards.

NAME AND TITLE OF WITNESS:

Mr. Dwight M. Bower
Deputy Director
Colorado Department of Transportation

ACTION REQUESTED

The Colorado Department of Transportation requests that Congress identify the reconstruction of the I 70/I 25 interchange complex for priority designation in the allocation of Fiscal Year 1994 discretionary I-4R funds.

STATEMENT TO THE

HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE BY THE COLORADO DEPARTMENT OF TRANSPORTATION

DWIGHT M. BOWER, DEPUTY DIRECTOR

I am Dwight Bower, Deputy Director of the Colorado Department of Transportation. I would like to thank Chairman Carr and the members of this subcommittee for this opportunity to speak.

The population of the Denver area has grown 200% since the original construction of the interchange at the intersection of Interstate 70 and Interstate 25 was built in 1951. The interchange complex, known locally as the "Mousetrap", is now severely congested during much of the day, a situation aggravated by the high percentage of trucks utilizing the facility. More than a quarter of a million vehicles travel through the interchange complex on the average day. By the year 2010, travel is projected to grow to 325,000 vehicles per day.

The State of Colorado and the Colorado Department of Transportation are moving forward to make this congested crossroad of Colorado operate more safely and efficiently. Hopefully, once improved it will be known as the "Better Mousetrap".

It will be "Better" because of your foresight for including the Interstate 4R discretionary funding provisions in the Surface Transportation and Uniform Relocation Assistance Act of 1987 and the Intermodal Surface Transportation Efficiency Act of 1991. We are very appreciative that you acted to meet the needs of busy urban areas like Denver with this valuable funding mechanism.

Colorado has been very fortunate to have received $104 million of federal I-4R discretionary funds the past five years. This year, we received $15 million, which will complete over half of the Better Mousetrap project. We have aggressively utilized all of the I-4R discretionary funds received in the timely manner. The portions of the project that have been completed and opened to traffic at the interchange have been deemed major accomplishments toward the successful completion of the project. We need your continued support to complete this major interchange project.

The project meets all the criteria established in the Act for I-4R discretionary funding. The estimated construction cost of the project is approximately $200 million, which includes the state matching share.

The reconstruction of this major interchange complex has national significance. The Mousetrap is the only interstate to interstate interchange complex in Colorado with roadways that traverse Colorado and adjacent states. I 25 is also the major north-south route for transportation of hazardous waste.

The reconstruction of this interchange complex will also reduce the potential for accidents and provide a much safer facility to the traveling public. The overall operations and efficiency of the interchange complex will be greatly improved with the reconstruction.

The construction of a Bus/High Occupancy Vehicle (HOV) corridor down the center of I 25 is integral to the timely reconstruction of the I 70/I 25 interchange complex. The Bus/HOV project is a multi-agency effort of the Federal Transit Administration, Federal Highway Administration, Colorado Department of Transportation, Regional Transportation District and the City and County of Denver.

Colorado is requesting your support to secure priority designation for our Fiscal Year 1994 application of $40 million in I-4R discretionary funds. Completing the Mousetrap project continues to be a high priority for the Colorado Department of Transportation. We are prepared to utilize $40 million in Fiscal Year 1994 toward the reconstruction of the Better Mousetrap project.

We are steadfast in our commitment to this project, and we are eager to continue the work that is completed or under construction. We ask for your continued support and request your endorsement of priority designation for FY 1994 I-4R discretionary funding.

THE REBUILDING OF THE I 70/I 25 INTERCHANGE COMPLEX

(THE BETTER MOUSETRAP PROJECT)

AND

COLORADO'S FY 1994 REQUEST FOR

INTERSTATE 4R DISCRETIONARY FUNDING

DOT

DEPARTMENT OF TRANSPORTATION

PRESENTED BY

THE COLORADO DEPARTMENT OF TRANSPORTATION

MAY 1993

WHY A BETTER MOUSETRAP?

The I 70/I 25 interchange complex serves the metropolitan area of Denver, whose population has grown 200% since the interchange was first constructed in 1951. The interchange complex, known locally as the Mousetrap, is severely congested during much of the day. This situation is aggravated by the high percentage of trucks utilizing the facility. More than a quarter of a million vehicles use the Mousetrap on the average day. By the year 2010, travel is projected to grow to 325,000 vehicles per day. The Mousetrap is the most heavily used interchange complex in the State.

We at the Colorado Department of Transportation (CDOT) are continuing to move forward to make this crossroads of Colorado operate more safely and efficiently. Hopefully, once improved it will be known as the Better Mousetrap.

It will be Better because of your foresight in including the Interstate 4R discretionary funding provisions in the Surface Transportation and Uniform Relocation Assistance Act of 1987 [(the Act) (Public Law 100-17, Section 114)] and the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240, Section 1020). We are very appreciative that you acted to meet the needs of busy urban areas like Denver with this valuable funding mechanism.

Colorado has been very fortunate to have received $104 million of federal I-4R discretionary funds the past five years to reconstruct the Mousetrap. In FY 1993, CDOT received $15 million of federal I-4R discretionary funds. CDOT has completed or has under construction over fifty percent of the Better Mousetrap project.

THE NEED

The Better Mousetrap project meets the criteria established in the Act for I-4R discretionary funding. Priority consideration is to be given to projects whose cost exceeds $10 million and is on a high volume route in an urban area. The estimated construction cost of the Better Mousetrap project is approximately $200 million. This amount is in total dollars and includes both federal and state matching dollars.

The reconstruction of this major interchange complex has national significance. The Mousetrap is the only interstate to interstate interchange complex in Colorado with roadways that traverse the entire state. Although transporting hazardous waste is restricted on portions of I 70 thru Denver, I 25 is the major north-south route for transportation of hazardous waste.

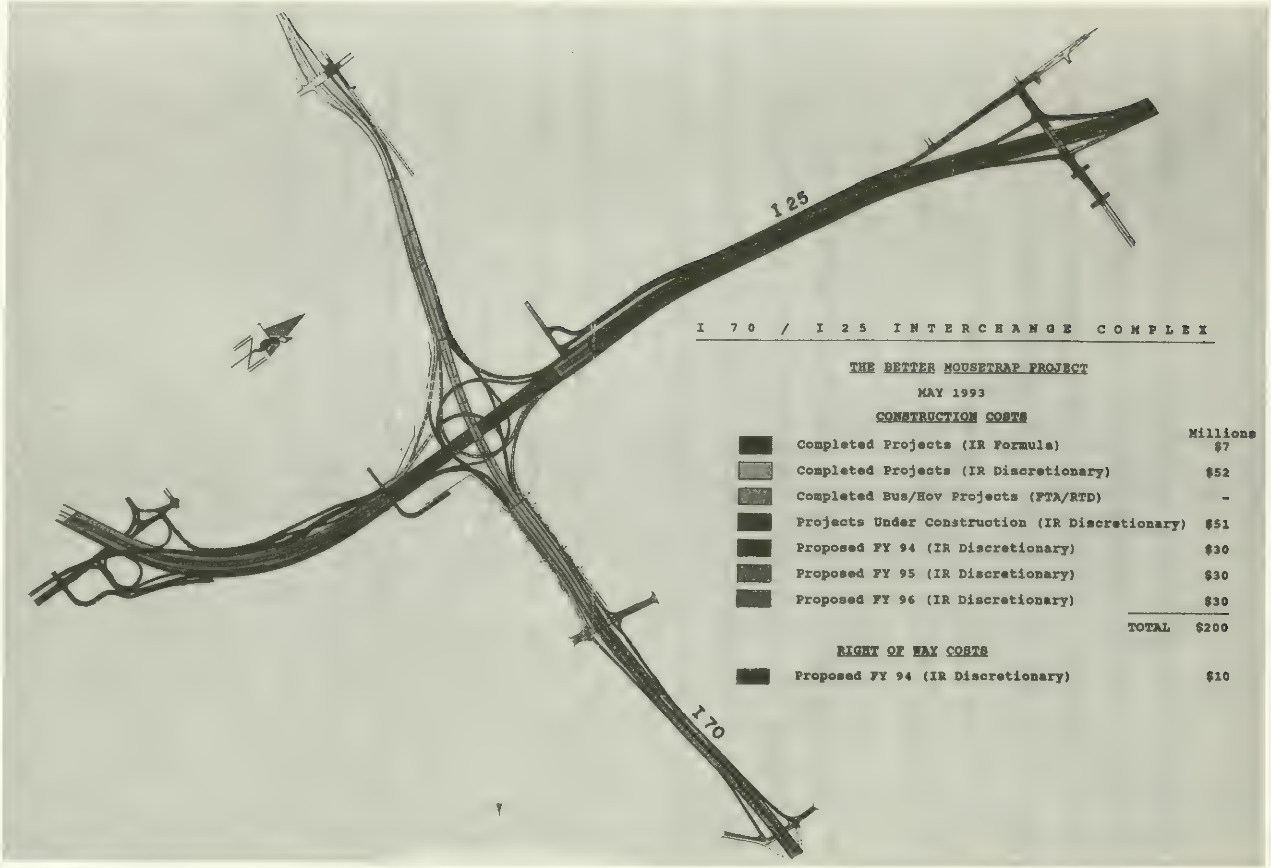
Reducing the potential for accidents (such as the highly publicized August 1, 1984, torpedo incident) is a primary goal of this project. Many ramps function far below the current design standard of 40 miles per hour. The existing facilities achieved their capacity many years ago and operate at an extremely poor level of service during peak periods. During the average year, more than 175 accidents occur at the Mousetrap, accounting for an annual economic loss of $7.1 million. Regarding the torpedo incident, six 30-foot-long Mark 48 torpedos which were being hauled from the State of Washington to a submarine base in Groton, Connecticut, spilled onto I 70 when the driver failed to negotiate a 25 mph ramp. Not knowing the hazard potential of the torpedos, nearby residents were evacuated and both interstates were closed for eight hours.

The reconstruction of the Mousetrap interchange complex is integral to the completion of a Bus/High Occupancy Vehicle (HOV) corridor in the middle of I 25. The North I 25 Bus/HOV project is a multi-agency effort of the Federal Transit Authority (FTA), Federal Highway Administration (FHWA), CDOT, Regional Transportation District (RTD) and the City and County of Denver. The Bus/HOV project will cost nearly $200 million to complete, and is scheduled for completion in late 1994.

A REQUEST

Colorado is requesting your support to secure priority designation for our FY 1994 application of $40 million in I-4R discretionary funds. Completing the Mousetrap project continues to be a high priority for the Colorado Department of Transportation. We are prepared to utilize $40 million of I-4R discretionary funds in FY 1994 toward the reconstruction of the Better Mousetrap project.

We are steadfast in our commitment to this project, and we are eager to continue the work that is completed or under construction. We ask for your continued support and request your endorsement of priority designation for FY 1994 I-4R discretionary funding.



I 70 / I 25 INTERCHANGE COMPLEX

THE BETTER MOUSETRAP PROJECT

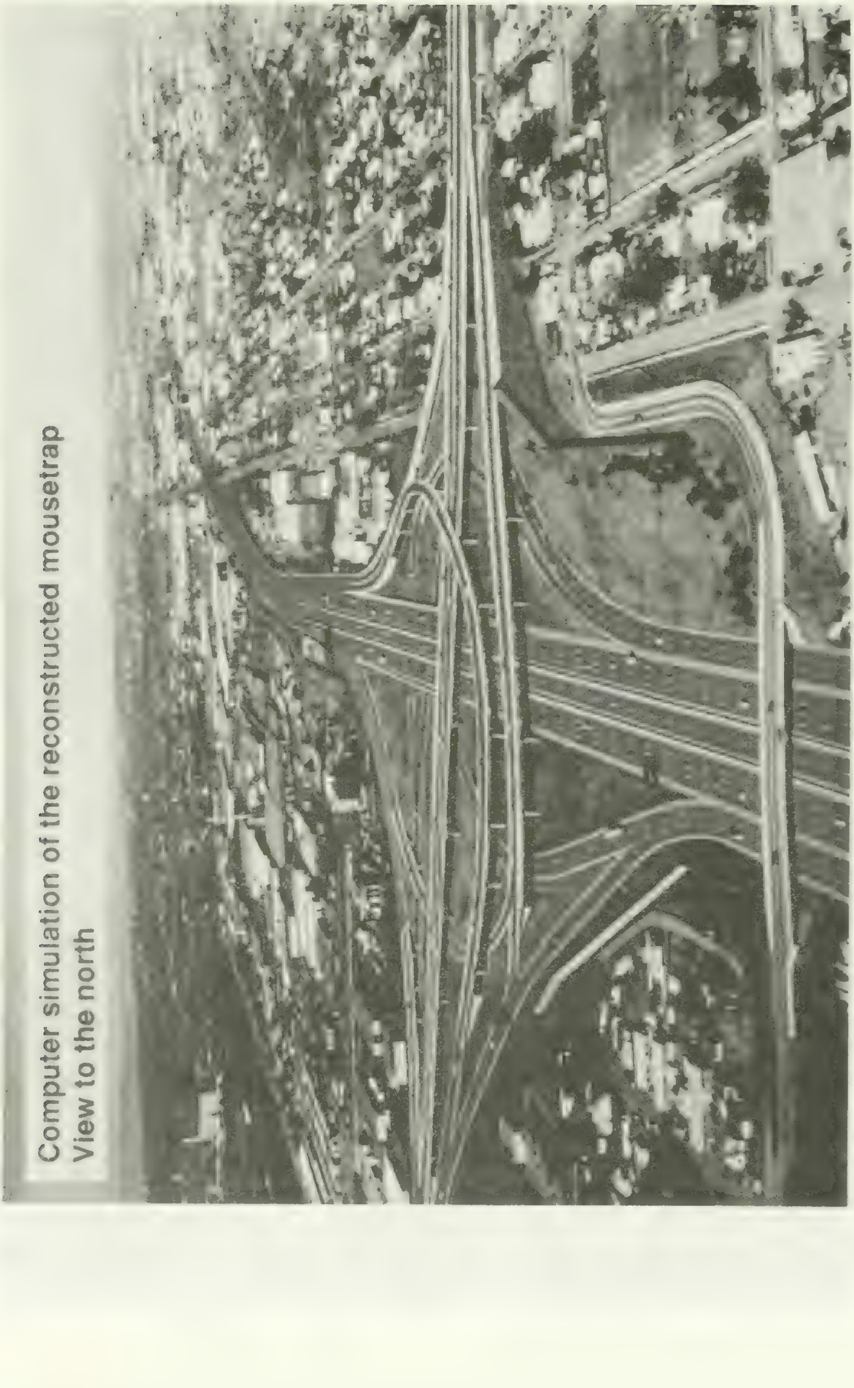
MAY 1993

CONSTRUCTION COSTS

		Millions
■	Completed Projects (IR Formula)	$7
▨	Completed Projects (IR Discretionary)	$52
▨	Completed Bus/Hov Projects (FTA/RTD)	-
■	Projects Under Construction (IR Discretionary)	$51
■	Proposed FY 94 (IR Discretionary)	$30
▨	Proposed FY 95 (IR Discretionary)	$30
▨	Proposed FY 96 (IR Discretionary)	$30
	TOTAL	$200

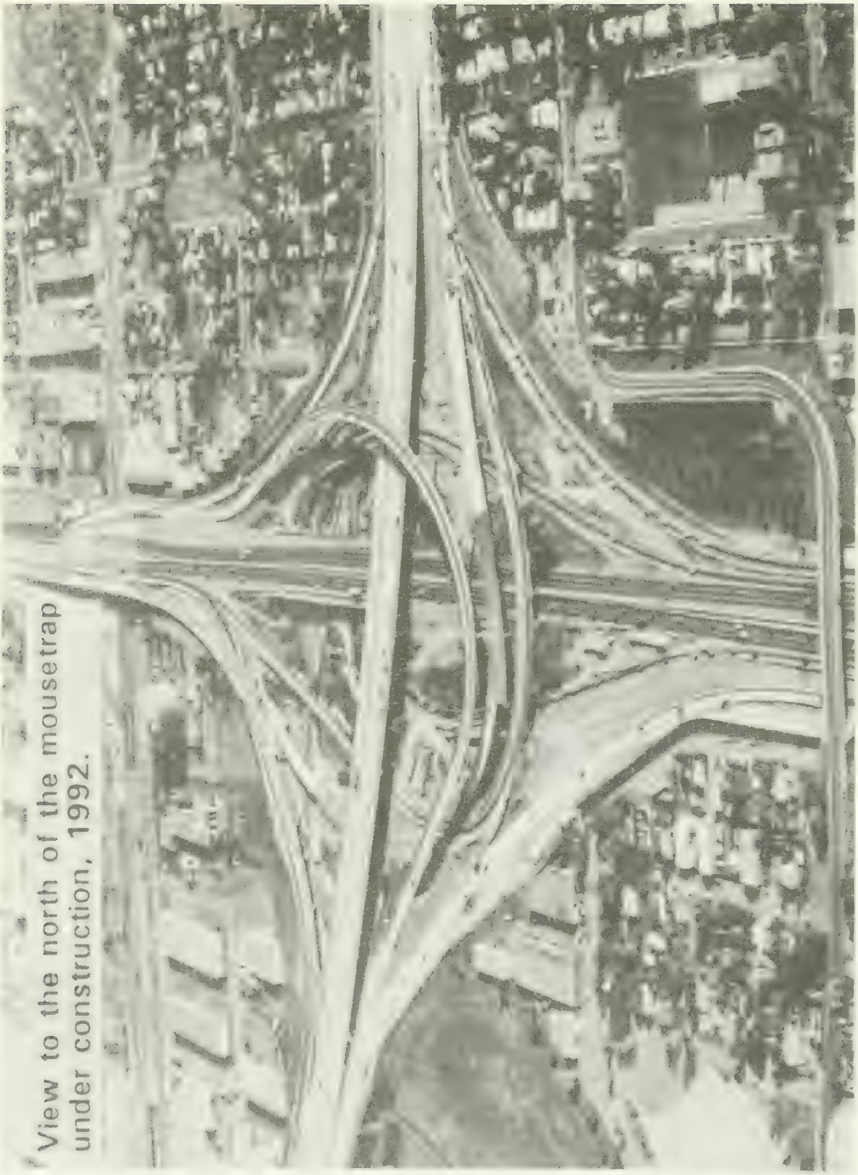
RIGHT OF WAY COSTS

■	Proposed FY 94 (IR Discretionary)	$10



Computer simulation of the reconstructed mousetrap
View to the north

View to the north of the mousetrap under construction, 1991



View to the north of the mousetrap under construction, 1992.

Mr. Carr. Please help me out with the graphic here. The colors are very, very close, and I can't really see what is under construction and proposed for 1994.

Mr. Bower. I agree with you. I apologize for the color. I have the same problem, but I do know the project. In this case north isn't up nor down, it is sideways. You see the north arrow on there.

Mr. Carr. So right under I-25, it looks like that is——

Mr. Bower. That is currently under construction with our current funding. The portion that we would like to do with the fiscal year 1994 discretionary funds that I referred to is on the left-hand side, and that, starting with an L in there, which is an overpass structure which is in brown, everything to the left of that is orange, and that is the portion that we would expect to be able to complete with this $40 million, which is $30 million worth of construction and $10 million for right of way.

Mr. Carr. Do you have the right of way?

Mr. Bower. No, we are in the process of acquiring the right of way at this time. There are a number of large facilities, and they are including a large hotel that we need to deal with, and we haven't completed that yet.

Mr. Carr. All right. Thank you. I really appreciate it.

Mr. Webb. Chairman Carr, we thank you and appreciate your support.

Mrs. Schroeder. We do thank you. You have got to like the name of the Better Mousetrap, right?

Mr. Carr. Did you think that up?

Mrs. Schroeder. No, no. Our Department of Transportation did all by themselves. Thank you, Dwight.

Mr. Carr. We will take a short recess to vote, and we will be right back.

[Recess.]

Thursday, May 6, 1993.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

NORTH CAROLINA OFFICE OF EMERGENCY MEDICAL SERVICES

NORTH CAROLINA STATE HIGHWAY PATROL

WITNESSES

JIMMY M. LYNCH, P.E., STATE TRAFFIC ENGINEER, NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

CAPTAIN GEORGE B. RUSS, DIRECTOR OF ADMINISTRATIVE SERVICES, NORTH CAROLINA STATE HIGHWAY PATROL

SHARON B. RHYNE, HOSPITAL CONSULTANT, NORTH CAROLINA OFFICE OF EMERGENCY MEDICAL SERVICES

Mr. Price [presiding]. The subcommittee will resume, and we will call our next witnesses, Jimmy Lynch, State traffic engineer from the North Carolina Department of Transportation; Sharon Rhyne, hospital consultant with the North Carolina Office of Emergency Medical Services; and Captain George Russ, the Director of Administrative Services for the North Carolina State Highway

Patrol. I am happy to welcome this fine panel from my home State, all of whom will be discussing from their own particular vantage point the highway safety information management system and the kind of practical benefits that the development of this system will have and the kind of demonstration benefits it will indeed have for the entire Nation.

So, Mr. Lynch, we are glad to have you here. We will begin with you.

Mr. LYNCH. Thank you, Congressman Price. I want to thank you for giving me this opportunity to discuss the merits of our proposed highway safety information management system. I want to also thank you for the financial support you have already given to us to begin the development of this system. The details of our efforts to date have been provided in the written information you have received. My name is Jimmy Lynch, and I am the State traffic engineer for the North Carolina Department of Transportation. My branch is responsible for the identification and improvement of hazardous roadway locations. It is critically important to citizens using our Nation's highways that reliable procedures are in place which will accurately identify and improve hazardous locations.

While such an effort exists to some degree in most all States, recent changes in technology could greatly enhance the accuracy of identifying high accident locations. Without question the weak component in all highway department accident data systems nationwide is accurate location information. Accurate identification of the exact site of an accident is critically important to any engineering analysis. North Carolina's accident data system is unable to accurately locate approximately 50 percent of the traffic accidents that occur each year. This is due to a variety of reasons, including inaccurate referencing of the accident locations, inaccurate roadway inventory data, and street name and road number changes, route number changes which have occurred.

In addition, there are many locations, even when described properly, present major problems. For instance, an accident referenced at the intersection of U.S. 1 Bypass and U.S. 1 business, although properly described, creates a problem because the description is satisfied by two possible locations; one on the south end of the city and one on the north end of the city. The ultimate result is that many accident sites go undetected since real accidents that occur at a site may never be attributed to that site.

I have a visual aid that I would be glad to show later that explains that in a little more detail. But using the breakthrough technologies of GIS and GPS, GPS receivers would be installed in police and other emergency vehicles. This would allow an accident scene to be accurately recorded regardless of the given circumstances or road names that may have been called, et cetera. We propose to use the global positioning satellite system which was installed as a defense tool to solve a peacetime need. Our plan would allow us to purchase global positioning receivers from USA defense contractors and place them in traffic enforcement vehicles as well as emergency vehicles, ambulances, et cetera, and an automatic reading would be taken by the police officer at the scene which would accurately locate the accident site.

The incorporation of this GPS technology with geographic information system technology could further link the accident site to an automated map. Such information is critical to obtain treatment more quickly for accident victims and for getting the accident scene cleared and the roadway restored to normal traffic conditions. This has the related benefit of reducing congestion and the delay to motorists who find themselves stranded due to traffic jams that result from an accident scene. It is our proposal to set up a model system in North Carolina which would address the needs of the engineer by providing the proper identification of sites experiencing accidents and would also establish the technical backbone necessary in the future to connect rescue and emergency medical personnel, fire, police, and transportation agencies.

Our proposed system would be the first of its kind in the Nation. The use of GPS and GIS would set forth the necessary basic foundation structure that would allow us to save lives and improve the efficiency and the productivity of our existing highway network. Thank you so much for the opportunity to speak with you today. If there are any questions I would be glad to try to answer them.

[The prepared statements of Lynch, Rosendahl, Rhyne, and Russ follow:]

PROPOSAL TO CONTINUE DEVELOPMENT OF THE NORTH CAROLINA HIGHWAY SAFETY INFORMATION MANAGEMENT SYSTEM

SUBMITTED ON

THURSDAY, MAY 6, 1993

TO

TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES

BY

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
NORTH CAROLINA OFFICE OF EMERGENCY MEDICAL SERVICES
NORTH CAROLINA STATE HIGHWAY PATROL

SUBMITTAL I-A

Testimony of
Mr. Jimmy M. Lynch, P.E.
State Traffic Engineer
Traffic Engineering Branch
North Carolina Department of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611-5201
(919) 733-3915

Submitted to
Transportation Appropriations Subcommittee
Committee on Appropriations
U.S. House of Representatives

Thursday, May 6, 1993
Washington, D.C.

I want to thank you for giving me this opportunity to discuss the merits of our proposed Highway Safety Information Management System (HSIMS). I want to also thank you for the financial support you have already given us to begin the development of this system. The details of our efforts to date are presented in Mr. Fred Rosendahl's submittal of background information on the Highway Safety Information Management System (Refer to submittal I-B).

My name is Jimmy Lynch and I am the State Traffic Engineer for the North Carolina Department of Transportation, Division of Highways. In my role as State Traffic Engineer, my Branch is responsible for the identification of high accident locations on a statewide basis for our 78,000 mile highway system, one of the largest state maintained highway systems in the nation. It is critically important to citizens using our highways that reliable procedures are in place which will accurately identify locations having an abnormal history of traffic accidents. Professional traffic engineers, well trained in accident site investigation and analysis, study these locations where repeated accidents have occurred. Recommendations are then made for changes at the site to reduce the occurrence of future accidents.

While such an effort exists to some degree, in almost all states, recent changes in technology could greatly enhance the accuracy of identifying high accident locations. Without question the weak component in all highway department accident data systems nationwide is accurate location information. Accurate identification of the exact site of an accident is critically important to any engineering analysis. North Carolina's accident data system is unable to accurately locate approximately 50% of the traffic accidents that occur each year. This is due to a variety or reasons including inaccurate referencing of the accident locations by law enforcement officers, inaccurate road inventory data stored in the computer, street and road name changes which have occurred, route number changes which have occurred, or a combination of these items mentioned. The result is that many accident sites go undetected, since real accidents that occur at a site may never be attributed to that site. Using a simple visual aid I would like to show you quickly how all existing large accident data systems degrade over time. (Refer to visual aid - provided as submittal IV.)

Using the breakthrough technologies of GIS (Geographic Information Systems) and GPS (Global Positioning Technology), GPS receivers would be installed in police and other emergency vehicles. This would allow an accident scene to be accurately recorded regardless of whether an officer uses the correct name of the road, the computer log road inventory data is accurate, or if measuring errors are made by the investigating police officer. We propose to use the GPS satellite system, which was installed as a defense tool, to solve a peace time need. Our plan would allow us to purchase global positioning receivers from USA defense contractors and place a GPS receiver in each state highway patrol vehicle. An automatic reading would be taken by the police officer at the scene and would accurately locate the accident site. The incorporation of this GPS technology with Geographic Information System Technology could further link the accident site to an automated map. Such a system has the future ability to tie-in with emergency medical service needs in order to computer dispatch emergency vehicles to accident sites. It would also allow a tie-in to medical trauma centers as well as incident management teams located in highway maintenance departments. Such information is critical to obtain treatment more quickly for accident victims and for getting the accident scene cleared and the roadway restored to normal traffic conditions. This has the related benefit of reducing congestion and delay to motorists who find themselves stranded due to traffic jams that result from an accident scene.

It is our proposal to set up a model system in North Carolina which would address the needs of the engineer by providing the proper identification of sites experiencing accidents and would establish the technical backbone necessary in the future to connect rescue and emergency medical personnel, fire, police, transportation agencies, etc. We have been working closely with representatives from NHTSA, the North Carolina State Highway Patrol, and Statewide Emergency Medical Service Personnel to apply state of the art technology to bring accident site location analysis into modern times. Our proposed system would be the first of its kind in the nation. The North Carolina system could become a model for other states wishing to improve their outdated accident data information system. The use of GPS, and GIS would set forth the necessary basic foundation structure that would allow us to save lives and improve the efficiency and productivity of our existing highway network.

Thank you so much for the opportunity to speak with you today. If there are questions, I'll be glad to try to answer them.

SUBMITTAL I-B

Highway Safety Information Management System Background Information

Submitted by
Mr. Fred Rosendahl
Traffic Safety Systems Management Engineer
Traffic Engineering Branch
North Carolina Department of Transportation
Post Office Box 25201
Raleigh, North Carolina 27611-5201
(919) 733-3915

to
Transportation Appropriations Subcommittee
Committee on Appropriations
U.S. House of Representatives

Thursday, May 6, 1993
Washington, D.C.

The following, should provide background information regarding the development of the Highway Safety Information Management System. This background information should answer any detailed questions that you might have regarding the present development efforts.

North Carolina has a long history of concern for the safety of the motoring public. We know that we have a moral obligation and a duty to build and maintain safe highways. Commensurate with this is the need for people with the knowledge, skills and abilities plus the tools to do the work. Our goals are to reduce the number of traffic deaths and to reduce the number and severity of injuries from traffic accidents. We feel that our efforts have contributed greatly in making North Carolina highways safer for our citizens and to the many visitors who come to our state for both business and pleasure. However, there is much to be done and the task is formidable. North Carolina has over 78,000 miles of highways under the jurisdiction of the North Carolina Department of Transportation and over 15,000 miles of streets and highways under the jurisdiction of some 500 local municipal governments. We are having difficulty in meeting our ongoing obligations to continually monitor traffic safety, identify high hazard locations, develop effective engineering countermeasures and promote programs to address these situations.

Currently, our major efforts revolve around the Highway Safety Program. Under this program we monitor hazardous locations and address improvements at both high hazardous highway locations and railroad-highway grade crossings. Railroad-highway grade crossing accidents are especially sensitive because of media attention given to this type of accident.

The Traffic Engineering Branch has a staff of highly trained and dedicated traffic engineers and technicians whose specific mission is to identify, develop, and implement appropriate response strategies to highway safety issues in North Carolina. But highway safety is a cooperative process in North Carolina that begins with other agencies and involves a great number of people before as well as after applications are applied by the traffic engineering community's expertise. Traffic safety encompasses many disciplines and factors that cross jurisdictional and political boundaries. Engineering, enforcement, education, emergency medical services, vehicle design, and systems operators all play a critical role in motor vehicle crashes and survivability.

Included in this process in North Carolina are the following:

- the Enforcement Community, which investigates and reports the vast majority of traffic accidents,
- the Division of Motor Vehicles (DMV), which is the official custodian for all reported traffic accidents that occur in North Carolina,
- the State Information Processing Services (SIPS), which maintains the computerized data base for over 1.2 million traffic accident records,
- the NCDOT's GIS Branch, which is responsible for compiling and maintaining highway features and characteristics files necessary in the identification and analysis process,
- the NCDOT's Management Information Systems, which is responsible for computer programming support,
- and the University of North Carolina Highway Safety Research Center (HSRC) developer and user of our present Accident Records System. Dr. Forrest Council with HSRC testified last year on behalf of the Highway Safety Information Management System.

Some two years ago, members of my staff along with the cooperation and assistance of individuals with the above mentioned agencies and units conducted a comprehensive analysis of the problems associated with the entire accident records system. The result of this analysis was an $8 million proposal entitled the Highway Safety Information

Management System (HSIMS). Last year, because of this committee's favorable response to that proposal, North Carolina was appropriated $500,000 to begin implementation of HSIMS.

There was some confusion as to the funding mechanism and what agency would be administering the funds and what their requirements would be for us to expend the monies. Nevertheless we immediately began to downsize the master proposal to meet funding realities.

On February 3, 1993, the Governor's Highway Safety Program Director, National Highway Transportation Safety Administration representatives, Traffic Engineering Branch personnel, local FHWA personnel and a representative from the State Highway Patrol met to discuss our downsized proposals for utilization of the $500,000 safety grant funds.

Four preliminary proposals were presented for discussion. These proposals were in accordance with the master Highway Safety Information Management System request on which congressional funding was approved. These proposals are outlined in the following paragraphs.

Proposal 1.

Develop, demonstrate and evaluate Pen Computer Technology and GPS Technology in the accident data collection process with the Highway Patrol, selected county sheriff departments, and selected municipal police departments. The objectives of this proposal are to:

a. Improve the quality of information collected, especially location data,

b. Reduce administrative work for the investigating officer,

c. Improve the timeliness of inputing accurate data into the mainframe computer system through electronic linkages,

d. Set the stage for getting more data in the future as needs change,

e. Evaluate the technical feasibility of getting accident sketch into the database.

f. Automate the accident data collection process to the extent possible.

Proposal 2.

Develop, demonstrate and evaluate a Data Integration System to improve the efficiency of the Accident Investigations Engineers by providing an integrated computer package consisting of aerial photography, base maps, right of way/boundary information, signal inventory information, collision diagrams, accident information, roadside environment information, curve, grade and cross sectional information, skid test information, current and historical traffic volume information, signing inventory, pavement condition information, traffic ordinance files, and update capabilities,

Proposal 3.

Develop, demonstrate and evaluate a **Local GIS/Remote Entry of Accident Data System** to improve quality of data, provide immediate access to data for local users, improve timeliness of data submission and provide two way electronic links to the State's mainframe computer data base.

Proposal 4.

Develop and demonstrate the feasibility of an **Imaging of Accident Data System** and evaluate computerization of reports including sketch and narrative information versus the present microfilm system.

NHTSA stated that the **Pen Technology/GPS** proposal involving the Highway Patrol and others was in their opinion a viable project, but the remaining projects were oriented toward engineering solutions of which NHTSA had little jurisdictional interest and were in conflict with NHTSA's mission statement.

NHTSA expressed interest in developing a project that would demonstrate the integration of Emergency Medical Services (EMS) into the Highway Safety Information System. The remainder of that meeting centered around developing an Emergency Medical Services (EMS) proposal that would meet NHTSA's approval. It should be noted that the HSIMS proposal on which the original safety funding was predicated made no mention of EMS or EMS related activities.

However, in view of the importance of this worthwhile effort we began working immediately with Mr. Bob Bailey, Statewide Emergency Medical Services Director and with the Wake County EMS people to develop an EMS proposal that would address local EMS needs and also meet NHTSA approval.

We have completed the EMS proposal and have identified several possible pilot project formats that would demonstrate the integration of EMS into the Highway Safety Information Management System. Ms. Sharon Rhyne, Hospital Consultant, Office of Emergency Medical Services, has provided written testimony which will better define the present and future benefits of providing the integration of these functional areas. Her written testimony is included in this package (Refer to submittal II).

The benefits of integrating EMS into the HSIMS would have both local and national implications by providing an accurate and comprehensive research data base that would be used for health care service research activities. The study of long term relationships between crash, pre-hospital care/treatment, hospital care/treatment and long range consequences of such treatment will be possible.

As noted previously, our original proposal dealt with the entire traffic safety process and the many entities involved in that process from a traffic safety management perspective. We offered specific solutions to improving each area of responsibility. A copy of that proposal has been included in this package (Refer to submittal V).

Foremost among these other entities is the enforcement community which is charged with the responsibility of investigating and reporting traffic accidents. Some 200,000 traffic accidents per year are reported in North Carolina. The North Carolina State Highway Patrol investigates and reports on approximately 40% of the total number of traffic accidents. Captain Russ, Administrative Services Director with the North Carolina State Highway Patrol has provided written testimony which will better define his agency's role in this process. Captain Russ's written testimony is included in this package (Refer to submittal III).

While this is a good start there is much to be done. Motor vehicle accidents are a leading cause of death and injury in the nation and North Carolina is no different. The primary objective of the HSIMS is to help engineers and decision-makers determine when and where to spend safety funds so as to best serve commerce and the motoring public. This objective can be achieved through a combination of sound processes and analytical tools which will create a good framework for NCDOT safety decision-making.

Therefore, we are requesting additional funding commensurate with the tasks at hand for the continued development of the Highway Safety Information Management System which can and will most likely be used as a model for the rest of the nation.

In conjunction with this we are undertaking a new initiative as part of the HSIMS. The initial funding was intended to provide the NCDOT with an opportunity to establish the feasibility of concept for the full funding of the HSIMS proposal. As noted previously, the limited funding has made it necessary to select specific areas that, due to their unique characteristics, would provide the structure needed to adequately demonstrate the expected benefits. For example, a proposed enhancement in statewide training which is intended to insure uniformity of reporting standards while most desirable would not be considered as an area to easily display the feasibility of the concept. The expense and time of implementation would make it more difficult than other potential areas of improvement. The emphasis was therefore placed on evaluating the integration of new technologies into the accident reporting, management and analysis process.

This use of new technologies in the accident data collection process selected as the primary pilot is dubbed "AIM for the 21st Century". Accident Information Management (AIM) for the 21st Century will integrate these new technologies into the accident data collection and management process. The use of electronic data collection devices will be observed and evaluated as they are used by the investigating officers and EMS response personnel. The investigation officers will use the electronic Pen Based data collection devices to collect the accident data that is recorded on the DMV-349 report form (Division of Motor Vehicles Accident Report). EMS personnel will use the devices to collect the incident and medical information that is recorded on the ACR form (Ambulance Call Report). In addition to the electronic data collection devices, GPS receivers will also be used by the investigations officers to establish an accurate geographical reference point for each accident, thereby alleviating what is presently a major problem. With the EMS personnel also using the GPS receivers, a non-personal identifier can be established between the accident records and EMS reports. This non-personal identifier will provide the needed links to track an injured body by position in the vehicle from the investigating officers' records to the EMS records without disclosing any information that is personal in nature (i.e. Name, Address, Social Security Number etc).

Finally, by using a GIS interface the information collected for a given accident can be displayed in a user-friendly graphical interface that maximizes the information's usefulness in the analysis and decision making process.

Assuming a successful conclusion to this "feasibility of concept" the ultimate scope of the project will be statewide implementation and will involve the North Carolina State Highway Patrol, the North Carolina Department of Human Resources Office of Emergency Medical Services, a number of County Emergency Medical Service organizations, larger Municipal Police Departments in the state, County Sheriff Offices, and the North Carolina Department of Transportation.

These agencies have been involved in the project development phase and are fully aware of the potential enhancements that integration of this new technology into day-to-day operations can provide more and better quality data for more efficient decision making. The "multiagency teamwork and co-operation" involved in this effort and the potential for this technology to provide a means to complete tasks faster and provide more data for upper level management use for resource allocation and other management decisions cannot be over emphasized.

Again Mr. Chairman and members of the committee, we appreciate this opportunity to provide this information for your consideration.

Submittal II

Testimony of
Sharon B. Rhyne
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(919) 733-2285

before the
Transportation Appropriations Subcommittee
Committee on Appropriations
U.S. House of Representatives

Thursday, May 6, 1993
Washington, D.C.

Mr. Chairman and members of the committee, it is my pleasure to be here today. I am Sharon Rhyne, Hospital Consultant for the North Carolina Office of Emergency Medical Services. In this capacity, I oversee the state's ambulance medical records system, as well as the development of the state's trauma program, including a trauma registry database comprised of 70,000 patients. There are over 600 ambulance providers in our state and 2/3 of these voluntarily submit some 600,000 medical records a year to our agency for data compilation.

In 1990, our agency invited a National Highway Traffic Safety Administration technical assistance team into the state to assess our emergency medical services. Then, in 1992, the North Carolina Office of Emergency Medical Services participated in a USDOT sponsored comprehensive motor vehicle and injury records system review. It is as a result of the recommendations of these two federal reviews (included with your written materials for today) that we found the project under discussion today to be particularly viable. Both reviews, for example, emphasized the state's need to focus on data linkage activities and urged us to integrate the trauma registry and ambulance medical record data; to correlate trauma registry, ambulance medical records and highway traffic safety data; and to seek additional funding for technical assistance in data management.

Consider the scenario whereby a given section of interstate has undergone a change in the speed limit from the original 55 mph posting to the new 65 mph speed limit. Over time several accidents have occurred, which is not unusual, however, there is concern that the severity of the injuries has increased. Due to this concern, the Division of Highways would like to perform an analysis of this section of roadway and compare the severity of injuries for the accidents that have occurred before and after the speed limit changed.

The Division of Highways has two main databases which will assist in these efforts. The accident database contains information about the details of each individual accident. The highway database contains the information about the number of accidents in the section and details about the roadway segment.

The analysis could reveal that the level of injuries has remained relatively unchanged, when in fact, the severity of the injuries has actually gone up while the officers simply recorded them at the same level. This can be attributed to the officer's inability to determine and record the true level of injury for the individual. Standard procedure requires him to apply his best non-medical opinion as to the level of injury, which could introduce a large margin of error and greatly effect the analysis results. A much improved method of analysis would be to access the accident, pre-hospital and hospital database information and determine the level of injury based on the trained evaluation of medical personnel.

The State of North Carolina has a number of sophisticated databases to assist in providing this type of analysis. One databases, for example, has the ability to tell us how many accidents occurred in the specific section of interstate; a separate database provides the information on the characteristics of the roadway segment; a third database accurately relates the severity of injury sustained by the individuals involved in the accidents; and a fourth database apprises us of the patient's final outcome.

Unfortunately, however, North Carolina, like other states, has had only very limited success in being able to link all these individual databases together and can not determine the degree of risk presented by this simple scenario. The project will test the potential for linking records by correlating (1) the time of an incident with (2) the specific location of an incident by use of Global Positioning System (GPS) receivers in law enforcement vehicles and ambulances. With successful linkage, we could then make statewide and national application of this methodology. Also, use of state-of-the art hand-held computers at the scene of an accident will allow for the ambulance personnel to record medical and management information in a more efficient and timely manner.

It was our agency that recommended Wake County as the provider for a pilot project to demonstrate the ability to integrate emergency medical services into the overall Highway Safety Information Management System. We have excellent rapport with this progressive provider who has a consistent record of success and high quality service. Our agency is committed to working in a cooperative effort with both Wake County Emergency Medical Service and the North Carolina Department of Transportation during the pilot project in anticipation of expanding it to other counties.

In conclusion, there are numerous potential benefits to the emergency medical service community if additional funds could be made available for this program. Not only would it assist our data linkage and electronic data collection efforts, but it could also have the following applications in the future: ambulance placement decisions; fleet tracking; determining the severity of injuries associated with specific locations; determining the quickest route for an ambulance in response to an incident; and for computer assisted dispatch systems. Overall the goal of providing for patient care and the management of emergency medical service resources would be greatly improved with the integration of these technologies and applications. The additional funding would permit the continued development of the Highway Safety Information Management System and expand the extent of the system to address the incorporation of emergency medical services.

Thank you for the opportunity to address the committee today and I will be happy to try and answer any questions you may have.

Submittal III

Testimony of
Captain George B. Russ
Director of Administrative Services
North Carolina State Highway Patrol
Post Office Box 27687
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before the
Transportation Appropriations Subcommittee
Committee on Appropriations
U.S. House of Representatives

May 6, 1993
Washington, D.C.

Mr. Chairman and members of the committee, I am Captain George B. Russ, Director of Administrative Services, for the North Carolina State Highway Patrol. I am here today, representing Colonel Robert A. Barefoot, Commander of the State Highway Patrol. Colonel Barefoot and I would like to thank you in advance for the opportunity to appear before this committee in support of the development of the Highway Safety Information Management System.

In 1929, the North Carolina General Assembly passed an act that authorized the establishment of the State Highway Patrol and charged it with the mission:

> To assure the safe, convenient and efficient transportation of people and commodities upon the streets and highways of North Carolina. This mission is accomplished through reasonable and prudent law enforcement and quality service to the public based upon high ethical, professional and legal standards.

While the size of the patrol has grown from the initial employment of 36 members, to the present 1,260 uniform members with 342 civilian personnel, our mission has remained unchanged. Last year, the State Highway Patrol investigated more than 40 percent (over 78,000) of the major traffic collisions that occurred in North Carolina, and continues to lead the traffic law enforcement efforts in the state.

Due to our common goal of providing for the safe, convenient and efficient transportation of people and goods, the State Highway Patrol and the Department of Transportation maintain a close working relationship. Consequently, we have been involved with the development of the Highway Safety Information Management System since its conception. We recognize the need to incorporate current and emerging technologies into all phases of traffic safety management.

The demands on investigating officers are increasing at an alarming rate. From 1982 until 1992, the number of hours required for a trooper to investigate an accident increased by nearly 25 percent. With new requirements already in place for FY94, there is no sign that the demands on officers will lessen. Additional information about the sequence of events that lead to a given accident and more details regarding commercial truck accidents are simply two of the many new requirements expected in the near future. Considering the increased demands being placed on investigating officers and the present limitation of funds to be used for personnel, it is apparent that the officers of tomorrow will need to do more with less.

In order to meet the demands of the future, the North Carolina Highway Patrol, like all investigating agencies around the nation, must utilize current and emerging technologies. Through the use of improved equipment and processes, agencies will meet the new demands by becoming more efficient and effective in performing their functions.

As Mr. Lynch mentioned earlier, GPS (Global Positioning System) receivers will provide officers with the ability to reference accident locations by the push of a button. These receivers will aid in more than just the referencing of accidents. When the location information is merged with current GIS (Geographic Information Systems) the officer's location can be monitored by a base station.

Due to limited funds, more and more agencies across the nation are being forced to use single officer patrol cars; the GPS device could be used to aid in ensuring an officer's safety. When in need an officer could engage a distress signal that would be received at the base station, and through the use of GPS his position would automatically be known and help could be dispatched. This would be done automatically, the officer would not have to radio in his position which is the present method. As described previously in the referencing of accidents section, providing a precise description of a given location can be quite difficult. There are often multiple locations that meet the same description. In addition to the manually activated distress device, if an officer did not respond to communication for an extended period of time, or the patrol car was stationary for an extended period, this could be observed by an operator at the base station and if no reasonable explanation could be established for the lack of activity. Help could be dispatched to determine what might be wrong. This would be performed without the need for voice communication, which if the officer has been injured may not be available for use.

With a system that provided GPS receivers on all patrol cars, the base station, utilizing graphical information, could plot all available patrol cars and determine which is the best to respond to a given incident. The benefits of this device are enormous and will be greatly relied on in the future.

In addition to GPS and GIS technologies other very important technological improvements have been made over the last several years. Improved communications equipment could take the place of our existing system, which is based on the older low band frequency configuration. The patrol envisions a modern statewide communications network providing vital information to all government agencies involved in the highway safety management process. By utilizing hand held computers and modern communications systems, officers could be provided a tool to receive real time information that would greatly enhance there efficiency and personal safety. During natural disasters, major traffic accidents or other major incidents these technologies could be utilized in developing advanced incident management systems which would provide a structured and comprehensive plan of action in a time of need.

North Carolina's reputation and commitment of having strong inter-agency relations will continue to be one of the state's most precious resources. The collective efforts of all agencies involved in North Carolina's highway safety management process, will ultimately lead to the successful implementation of the Highway Safety Information Management System. The system would not only benefit the Highway Patrol operations and the operations of other agencies in North Carolina, but would stand as a model for the nation, demonstrating how current and new technologies can substantially improve the quality of traffic and safety services provided to the U.S. citizens.

SUBMITTAL IV

Visual Aid Demonstrating the Problems Associated with Providing a Locational Reference for Traffic Accidents

Presented by
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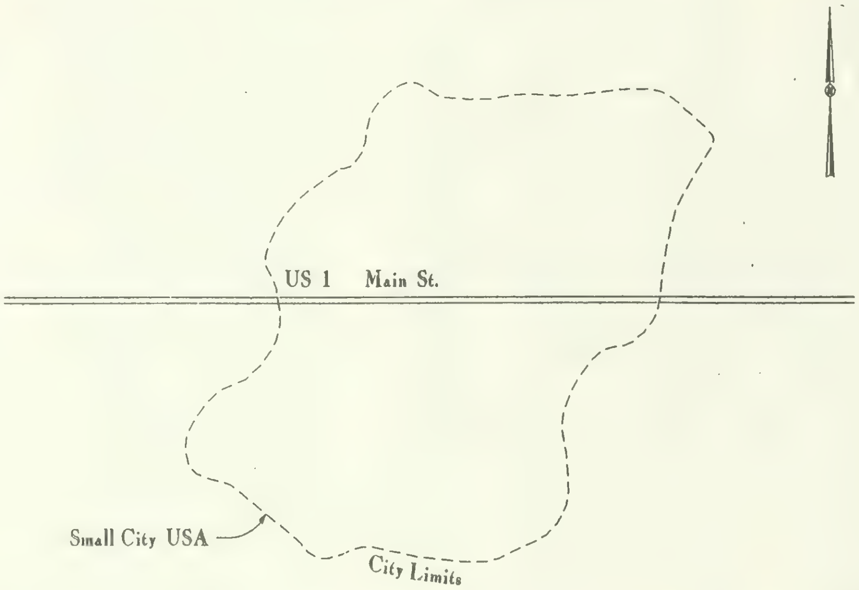
Submitted to
Transportation Appropriations Subcommittee
Committee on Appropriations
U.S. House of Representatives

Thursday, May 6, 1993
Washington, D.C.

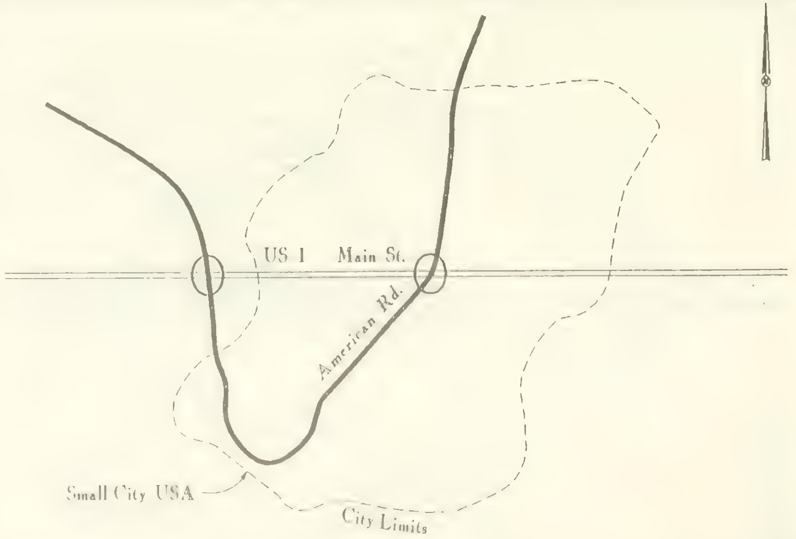
PROBLEMS ASSOCIATED WITH PROVIDING A LOCATIONAL REFERENCE FOR ACCIDENTS



Page 1

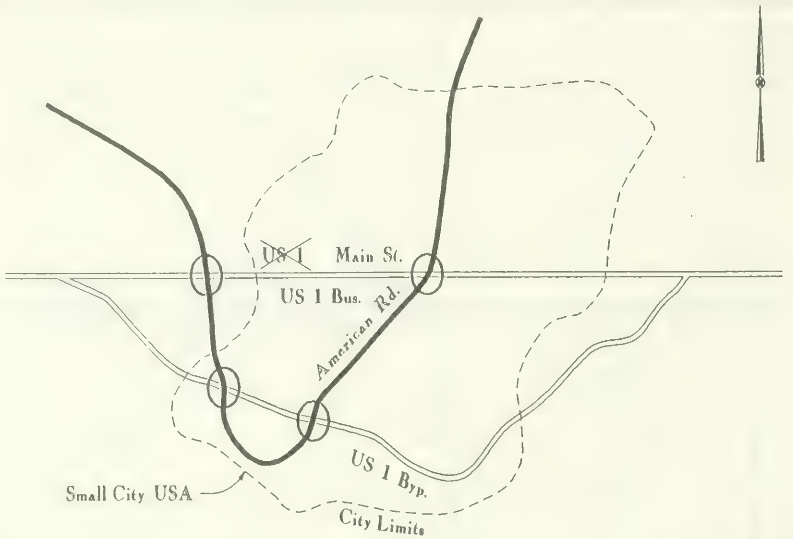
Small City USA is a typical small American city. Main Street, also known as US1 runs through the middle of the city.

PROBLEMS ASSOCIATED WITH PROVIDING A LOCATIONAL REFERENCE FOR ACCIDENTS



American Road intersects US1-Main Street at two locations. This is referred to as a 'loop' situation and both intersections are circled on the map. A traffic accident which is described as occurring at the intersection of American Road and US1-Main Street could be at either location. It is often impossible to determine from the accident data at which intersection a traffic accident actually occurs in a loop situation such as this.

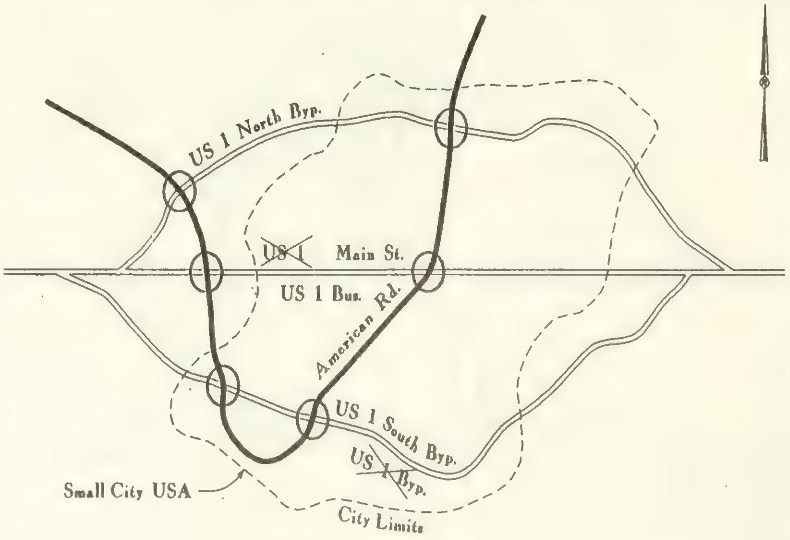
PROBLEMS ASSOCIATED WITH PROVIDING A LOCATIONAL REFERENCE FOR ACCIDENTS



Page 3

As Small City USA grows US1 Bypass is built around the city. Now there are four locations which can all be correctly described as US1 at American Road. Only if an officer includes 'Business' or 'Bypass' in his description of the location, which is often not done, can the actual location of the accident be limited to two of the four possibilities.

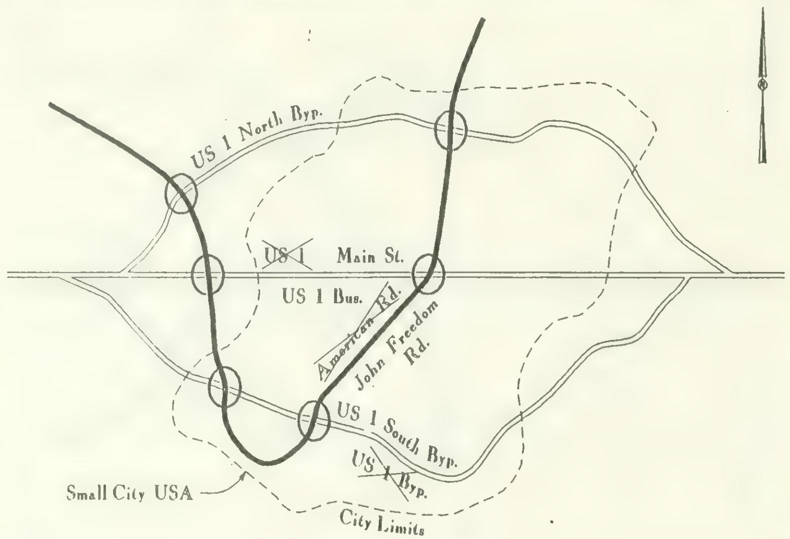
PROBLEMS ASSOCIATED WITH PROVIDING A LOCATIONAL REFERENCE FOR ACCIDENTS



Page 4

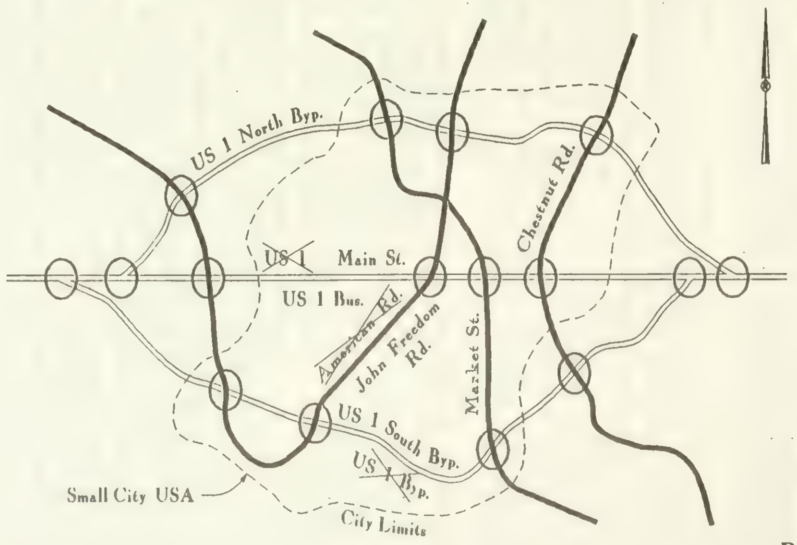
As the city grows even more, a north bypass is built, creating a belt line type situation Now there are six locations which fit the description of US1 at American Road.

PROBLEMS ASSOCIATED WITH PROVIDING A LOCATIONAL REFERENCE FOR ACCIDENTS



Often, city streets names are changed. Here, American Road has been changed to John Freedom Road. This creates another problem in locating accidents. If the name change is not updated in the roadway database files, those accidents referenced to John Freedom Road will be listed as errors. Also, officers will often continue to refer to the road by it's old name. If the roadway database has been updated, those accidents referenced to the old name will be lost.

PROBLEMS ASSOCIATED WITH PROVIDING A LOCATIONAL REFERENCE FOR ACCIDENTS



Page 6

As new streets are built, the problem of loop situations becomes out of control. Here, with the addition of Market Street and Chestnut Road six more loop intersections are created.

Mr. Price. Thank you very much, Mr. Lynch. Your full statement will be placed in the hearing record, and I would say that to the other witnesses as well. You can summarize your statement orally and then we will print the full text in the record.

We will next hear from Miss Rhyne, Sharon Rhyne, hospital consultant with the North Carolina Office of Emergency Medical Services in Raleigh.

Ms. Rhyne. Mr. Chairman and members of the committee, it is also my pleasure to be here today in my capacity as hospital consultant for EMS. I oversee the State's ambulance medical records system as well as the development of the State's trauma program. Since 1990 two Federal reviews, both sponsored by the United States Department of Transportation were held which assess the emergency medical services comprehensive motor vehicle and injury record systems within the State of North Carolina. Both reviews emphasize the State's need to focus on data linkage activities.

The linking of key data bases could greatly improve the accuracy and the efficiency of many of our present functions. For instance, when performing accident analysis, traffic engineers presently use the information provided by the investigating officer to define the level of injuries sustained by the individuals involved in a given accident. Considering that the officer simply provides the best nonmedical opinion as to the level of injury, analysis based on this information have limited application and use. A much improved method of analysis would be to access the accident, pre-hospital and hospital data base information and determine the level of injury based on assessments by medical personnel.

Unfortunately, however, North Carolina, like other States, has had only very limited success in being able to link individual data bases together. The project will test the potential for linking records by correlating the time of an incident with the specific location of an incident by use of global positioning system receivers in both law enforcement vehicles and ambulances. With successful linkage we could make statewide and national application of the methodology. The additional funds could not only assist our data linkage and our electronic data collection efforts, but would have numerous applications for the future.

Overall, the goal of providing for patient care and the management of emergency medical services resources would be greatly improved with the integration of the future technologies and applications. The additional funding would permit the continued development of the highway safety information management system and expand the extent of the system to address the incorporation of emergency medical services.

Thank you for the opportunity to address the committee today, and I will be happy to try and also answer any questions you might have.

Mr. Price. Thank you, Miss Rhyne. We will now hear from Captain Russ, George B. Russ, the Director of Administrative Services for the North Carolina State Highway Patrol.

Mr. Russ. Mr. Chairman and members of the committee, it is my pleasure to be here today. I am Captain George Russ, Director of Administrative Services with the North Carolina State Highway

Patrol. Due to our goal of providing for the safe, convenient, and efficient transportation of people and goods, the State Highway Patrol and the Department of Transportation maintain a close working relationship. Consequently we have been involved with the development of the highway safety information management system since its conception. We recognize the need to incorporate new and emerging technologies in all phases of traffic safety management.

In order to meet the increasing demands of the future, the North Carolina Highway Patrol, like all investigating agencies around the Nation, must utilize these new technologies. As Mr. Lynch mentioned earlier, GPS receivers will provide officers with the ability to reference accident locations by the push of a button. These receivers will not only aid in the referencing of accidents, but would have other benefits as well. Due to limited funds, more agencies across the Nation are being forced to use single officer patrol. The GPS device could be used to aid in ensuring an officer's safety by merging the location information with current geographic information systems. The officer's location can be monitored on an automated map. The base station would maintain a locational fix on the officer. In the event that the officer needed help or something appeared wrong, help could be dispatched. This would be done without the need for voice communication, which might not be possible.

Potential benefits of this device are enormous and will be greatly relied on in the future. North Carolina's reputation and commitment of having strong, interagency relations will continue to be one of the State's most precious resources. The collective efforts of all agencies involved in North Carolina's highway safety management process will ultimately lead to the successful implementation of the highway safety information management system. This system would not only benefit the highway patrol operation and those of other agencies in North Carolina, but would stand as a model for the Nation, demonstrating how current and new technology can substantially improve the quality of traffic and safety services provided for the citizens of the United States.

Thank you for your time.

Mr. PRICE. Thank you, and thanks to all of you for helping us understand the implications from each of your vantage points this safety system that is already under development.

What do you estimate the total funding cost from all sources to be for the development of this system?

Mr. LYNCH. Our estimate for the total statewide system, we do have the largest State-maintained system in the Nation, some 78,000 miles. It is approximately $8 million. We fully understand the restraints that the committee has, and we certainly want to work with the committee and any assistance you can give us, the State of North Carolina will be more than willing to match any money that you could give us in this regard.

Mr. PRICE. But this is a multiyear project and the total cost is about $8 million you estimate?

Mr. LYNCH. Yes, sir.

Mr. PRICE. The Federal support in the current fiscal year is $500,000?

Mr. Lynch. That is right, sir.

Mr. Price. Of course, you are asking for an additional increment for fiscal 1994. All right. Those parameters help us see the dimensions of the project.

Mr. Lynch, you described this global positioning technology as a civilian application of a technology developed under defense auspices.

Mr. Lynch. Yes, sir.

Mr. Price. How close are we to making those applications, to having a system that we know is usable in the ways that you have described? That is my first question, and the second is, then, assuming this hasn't been done in other States, what do you think the promise of this would be as a demonstration for highway systems across the Nation?

Mr. Lynch. We know the technology works. It has been applied in several cities, keeping up with large fleets of buses, two or three hundred buses so that they could track the location of all the buses at any given time to know whether they are on route, on schedule, if one is broken down so that they can get repair vehicles to it. It has not been used in the field highway safety, but we aren't trying to put in place technology that we aren't sure whether or not will work. We know it will work, but we think the system would—we are working with NHTSA. We are working, of course, with the highway patrol and emergency medical services, and we want to set up a system that does not block out any of the people that are involved in the highway safety area, the highway safety research center, et cetera, so what we would hope to do is set up a model that other States could follow. We would be the first in the country to have such a system, but we think it has application nationwide.

Mr. Price. But it has not been applied heretofore at the State level with a State system?

Mr. Lynch. No, sir.

Mr. Price. Well, thank you. We are running short on time here, and if you have any further information you want to submit for the record, we will gladly receive it, but you have already done a good job and helped us understand the implications of this and we will look forward to working with you in trying to determine an appropriate level of support.

Mr. Carr. I would like to ask a question, the use of GPS. I am sorry, I was a little late. I was detained because of some other committee business. How would you use it again, briefly tell me?

Mr. Lynch. How would we use the GPS? We would have the GPS receiver in the State Highway Patrol car, and he would actually take a reading at the accident scene which is going to pinpoint exactly where that—he can be using the wrong road name, the wrong——

Mr. Carr. He writes it down on the report?

Mr. Lynch. Writes it down on the report initially. In the future we want to link that by radio back to some central command facility so that they can also track that vehicle once a second. They will have constant communication. They can track his motion and movement all around. They can, if they have a problem at night, an accident somewhere, they will know where all their patrol vehicles are, where the closest one is to the accident scene, and this in the future even relates into computer-aided dispatching of emergency vehicles to that site. We can tie it into the 9–1–1 system, et cetera, et cetera.

Mr. CARR. But at the outset it is just a hand-held GPS?

Mr. LYNCH. Yes, sir.

Mr. CARR. Is the State buying these things for the troopers?

Mr. LYNCH. That somewhat is what we are wanting to do with some of this money, sir.

Mr. CARR. How many do you want to buy?

Mr. RUSS. Sir, we have 985 on-the-road troopers if we put them in all the cars.

Mr. CARR. How much money would you want for that?

Mr. LYNCH. They range in price from $800 to $2,000 depending on the sophistication of the unit, and what we would want to do would be to ensure that we would get a unit that would link into the radio system later so that we don't want to buy a unit that would not ultimately fit into the whole system for automated tracking of the equipment.

Mr. CARR. Thank you.

Mr. PRICE. Thank you. We appreciate your being here.

THURSDAY, MAY 6, 1993.

JACKSON MEMORIAL HOSPITAL RYDER TRAUMA CENTER

WITNESSES

WILLIAM LEHMAN, FORMER REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

JEFFREY S. AUGENSTEIN, M.D., PH.D., F.A.C.S., ASSOCIATE PROFESSOR, SURGERY AND ANESTHESIOLOGY, PRINCIPAL INVESTIGATOR, USDOT "CRASH STUDY", UNIVERSITY OF MIAMI SCHOOL OF MEDICINE

TERRY BAXTER, MANAGING DIRECTOR, NATIONAL TRANSPORTATION SAFETY BOARD

KENNERLY DIGGES, GEORGE WASHINGTON UNIVERSITY

Mr. CARR. Our next witness will be Dr. Jeffrey Augenstein of the University of Miami School of Medicine. Nice to see you again. Also joined by our former Chairman, ten years the Chairman of this Subcommittee, a person who gave outstanding service to his community and his Nation, good to see you. You are looking well. You are looking disgustingly healthy, great tan, and here I am sitting here just pale as can be, doing what you used to do.

Mr. LEHMAN. I will swap with you. Anyway, I am happy to be here, I want to thank the Chairman for coming down to Miami and visiting the trauma center. I would be happy to introduce also Mr. Baxter of the National Transportation Safety Board who also visited the trauma center. Dr. Augenstein is going to emphasize the research and development aspects of the grant that we are asking for, because they do a lot of work there in relation to automobile redesign to prevent the kinds of trauma that has been our main health problem of people between the ages of 15 and 30, so I will turn the witness part over to Dr. Augenstein at this time.

Dr. AUGENSTEIN. Thank you. Once again I wanted to thank you, Mr. Chairman, for visiting us in Miami and asking the people from

NTSB to visit us, Mr. Terry Baxter, was kind enough to come a week ago, and to my right is Dr. Kennerly Digges, who is one of the authorities in the world on automobile safety engineering, and he has been a colleague in our research.

Trauma is an unfortunate by-product of our transportation system. The William Lehman Research Center in Miami, Florida is one of the few clinical laboratories for the study of automobile safety. Much of its present research effort has been funded under the auspices of this committee. Yearly several thousand severely injured people who are involved in automobile crashes are admitted to its parent clinical facility, the Ryder Trauma Center at the University of Miami Jackson Memorial Hospital Medical Center.

The clinical environment encompasses the spectrum of care from initial life-saving resuscitation through rehabilitation. The patient group we care for ranges from infants to individuals in their second century of life. This is important because there is enormous differences in individual responses to automobile crash forces. For example, isolated rib fractures are commonly seen in restrained passengers involved in serious frontal impacts. In young adults these injuries cause minor problems, yet there is a significant mortality for the same injury in people over 60.

What has been accomplished by this newly established research center? Less than two years from its inception, a major work product has been a new tool with which to study injury. We figuratively refer to it as an automatic crash injury microscope. It involves a multidisciplinary expert team, including engineers and surgeons who utilize state-of-the-art computer technology to analyze how injuries occurred or were prevented in crashes, and defined the clinical and economic implications of those injuries.

One component of the microscope is multimedia computer technology that has been developed by the center's scientists. These sophisticated tools allow acquisition of injury evidence during the time that clinicians are expending all their energy on saving the patient's life. An advantage of employing advanced computer technology is that the team can include experts who do not reside in Miami, through telecommunications they participate and contribute to the analyses of these complex crash data. The key is the interaction of the different experts, each with their unique perspective on how the highway, the vehicle, and the occupant are involved in the production of injuries. Because the clinical facility addresses the care process through rehabilitation, the team can follow the long-term implication of injuries. This is also important because improved treatments are constantly changing the significance of different types of trauma.

For example, a few years ago a femur fracture, a fracture of the large bone in the leg, which is a common automobile crash injury, required months of hospitalization with the patient in traction. Life-threatening blood clots were all too common complications. Today these fractures are immediately surgically corrected. Most patients are mobilized the day after surgery and sent home walking within a few days. Complications rarely occur now.

Automobile manufacturers and writers of safety regulations must be aware of which problems require solutions in this dynamic situation. The project is in its infancy, but it is already moving the frontiers of automobile safety. One example is an approach developed in Miami to detect life-threatening, but not initially obvious injuries in air bag protected drivers involved in frontal collisions. A country-wide recommendation is being prepared by NHTSA for rescue workers to lift the deflated air bag at the crash scene and examine the steering wheel for specific forms of damage. Air bags are dramatically reducing serious and fatal injuries. However, they are also changing injury patterns. Not recognizing subtle injuries such as lacerations of the liver in crash victims could lead to significant disability and death.

Continued funding of the Automobile Research Program at the William Lehman Center will permit the acceleration of progress already being made. The immediate objective of the requested funding is the extension of techniques and strategies already developed to other centers presently performing crash studies and others throughout the country desirous of engaging in this important work. This will involve the development of a training program for clinicians, engineers, and crash investigators. As a trauma surgeon, I have spent much of my career trying to rebuild lives torn asunder by automobile crashes.

I hope you will continue to fund this effort and others that prevent these terrible problems. Thank you.

[The executive summary of the Ryder Trauma Center follows:]

EXECUTIVE SUMMARY: PROPOSED FUTURE FUNDING FOR CRASH INJURY RESEARCH AT THE JACKSON MEMORIAL HOSPITAL RYDER TRAUMA CENTER

America's blueprint for dealing with the public health crisis of trauma, which involves thousands of deaths, millions of years of productive life lost, millions of severe injuries, and billions of dollars outlayed each year, was articulated in the landmark report entitled: "Injury in America". This plan was generated by the prestigious National Academy Of Sciences in 1985 at the behest of the Transportation Subcommittee of the House Committee on Appropriations.

The position taken by the panel of experts was that a five-pronged approach should be employed to deal with this disturbing national problem. The components encompassed the epidemiology, prevention, acute care, rehabilitation, and the bio-engineering of severe injury.

Consequently, the Transportation Subcommittee of the House Appropriations Committee funded the establishment and development of a national study center at Jackson Memorial Hospital specifically to address automobile injury. The following language was used in the Conference Report (101-315) to describe the goals for this center located in Miami, Florida:

"The new Trauma Medicine Center will offer the best possible patient care while creating a programmatic research resource center that will serve as a model for future trauma centers around the nation, operate as an information bank for a national effort to improve highway safety, decrease the level of blunt trauma resulting from automobile use, and improve the outcome of accident victims. Apart from the clinical benefits, the information derived from a data collection/clinical program will be used by researchers and planners to determine the relationship of automobile and highway design to trauma, the effects of trauma on insurance premium rates and other financial and design factors.

The center began operations in August, 1992 and has been named the Ryder Trauma Center of Jackson Memorial Hospital. In several ways, this exceptionally well-designed and staffed facility offers a unique opportunity to push forward the frontiers of trauma care and research. It is one of the busiest trauma centers in the country. Since 1987, Jackson Memorial Hospital has been the sole provider of trauma care for a population of more than two million.

The intimate relationship between trauma and transportation is vividly illustrated by the fact that, of the roughly four thousand patients treated each year in the center, *more than half are victims of automobile crashes*. In spite of the strenuous clinical load, patient outcome statistics are among the nation's best.

In meeting the Congressional mandate to create "a programmatic research resource center", two major efforts have been set in place.

A computer system was developed at the Ryder Trauma Center to address the challenge of acquiring and analyzing the impressive amount of information associated with injuries. Its functionality incorporates reconstructions of automobile crash scenes and vehicular damage, description of the patient's clinical course and the outcome status and definition of the economic implications. Information handled by the system ranges from electronic images of photographs and x-rays to conventional words and numbers related to injuries, medical diagnoses and treatment. This computerized information management system provides advantages analogous to that provided by the first microscopes which revealed that which was previously invisible.

The second research-related effort is the organization of a multidisciplinary team of experts participating in the analysis of automobile crashes. This so-called "Crash" study focuses on the most common lethal accident type, the frontal collision. To advance most efficiently the understanding of safety engineering, only those occupants who were protected by a restraint device including belts, airbags and child seats, are studied. The team is comprised of traumatologists; biomechanics and crashworthiness engineers, automobile safety statisticians, safety program experts and automobile crash investigators.

These studies produce injury mechanism insights, injury/outcome relationships, injury consequences and cost data, definition of needed safety restraint improvements, definition of needed trauma treatment improvements and improved NASS data.

Even though the study center has been in place for only a few months, at least one finding may provide immediate improvement in the recognition of potential injuries in airbag-protected drivers involved in frontal collisions. With airbags, previously common signs of injury such as bleeding, facial lacerations, abrasions, bruises and broken facial bones are often not present. These individuals often present with minor injuries. This research, however, has identified individuals with unsuspected internal injuries. It shows that deformation of the steering wheel is highly predictive of injury. As a result of this finding, a recommendation is being made nationally that Emergency Medical Services personnel at the scene lift any deployed driver air bags and examine the steering wheel. If the wheel is deformed, the patient should be evaluated for serious internal injury. Such internal injuries, if detected and treated in time, often are survivable, but can be fatal if not detected and treated promptly.

FUNDING REQUEST

A request is made for two million dollars of additional funding to continue these pioneering efforts to develop this "...programmatic research resource center" which is advancing the frontiers of automobile crash research. The following are the specific goals of the proposed work:

Continue the multidisciplinary crash research that is furthering the scientific understanding of crash injuries. The data acquisition and analysis tools, specifically the "injury microscope" computer system, will undergo continued development and refinement.

Develop strategies to transfer these sophisticated injury study capabilities to other interested trauma centers. Among other things, this will enhance the quality of care for injured occupants of automobile crashes.

BACKGROUND MATERIAL
FOR
"PROPOSED FUTURE FUNDING FOR CRASH INJURY RESEARCH
AT
THE JACKSON MEMORIAL HOSPITAL RYDER TRAUMA CENTER"

THE CRASH STUDY:

AN INTERIM REPORT FROM THE AUTOMOBILE CRASH RESEARCH CENTER AT THE UNIVERSITY OF MIAMI/JACKSON MEMORIAL HOSPITAL RYDER TRAUMA CENTER

INTRODUCTION

Over a four year period, through a series of Congressional Acts, the United States Department of Transportation has supported the development of an automobile trauma care and research facility at Jackson Memorial Hospital. The ultimate goal of this support is to develop a model center for the nation.

This document will overview progress made so far and plans for the future. There are three major facets of the progress to date:

- The physical plant underlying all efforts.
- The **CARE** information system, which will support clinical, administrative, research and educational functions within the Trauma Center.
- The development of a research program to analyze restrained, vehicle-occupant injuries associated with frontal collisions. The **CARE** computer system is an integral tool for performing this research.

The Ryder Trauma Center:

Almost exactly five years after collapse of the ill-starred Dade County Trauma Network, in July, 1992, a world-class facility replaced the overworked resources located in Jackson's main hospital. The community at-large, moreover, had voted a half-penny sales tax to contribute to operational support for what is now named the "Ryder Trauma Center".

America's goals for trauma care were best defined in a ground-breaking report entitled: "Injury in America", commissioned by the House Subcommittee on Transportation and published in 1985. The highly respected participants, who authored the document, recommended that future efforts in the field of trauma must address epidemiology, prevention, biomechanics, acute care, and rehabilitation. Of all the country's facilities, the Ryder Trauma Center is uniquely positioned to address each of these challenges. No facility provides as much diverse clinical care or is as well-equipped and staffed to do it. Addressing the components of traumatology in an integrated way makes good sense for the citizens of Dade County. It also will enable the Ryder Trauma Center to become the country's premiere center for trauma research and education. Excellence in both areas is mandatory if trauma science is to progress as quickly as possible in reducing the myriad individual tragedies of trauma and their resultant public and private burdens.

The Ryder Trauma Center is a state-of-the-art facility specializing in the care of injured patients. It is staffed by more than 200 professionals expert in all aspects of trauma care. The Center encompasses over 138,000 square feet within its four floors and basement. A helipad on the roof provides access to even the largest military rotary-wing aircraft. Two elevators, each able to hold a pair of patients, supporting clinicians and equipment, can make the trip to the first floor care areas within fifteen seconds. This level houses five resuscitation bays, a six-bed observation unit, four operating rooms, a six-bed, post-anesthetic recovery unit, a family waiting room, a conference/press room, an angiographic suite, an ultra-high speed CAT scan and a stationary x-ray suite.

In the fall of 1993, two additional operating rooms are scheduled to open. The second floor holds a twenty-bed intensive care unit, additional family waiting rooms, classrooms and physician and staff offices. Shell space can support more operating rooms on the first floor and more intensive care beds on the second floor. The third floor, with sixty routine care beds, opened in the beginning of March, 1993. Furbishment of the fourth floor will further enhance the trauma program by allowing the integration of rehabilitation services into the Ryder Trauma Center. It also will open this fall.

A number of design innovations in the Ryder Trauma Center address the unique needs of the severely injured patient. The fundamental concern is that the patient is presently unstable or can become unstable at any time. Until the definitive care protocol can be implemented, every second is crucial to the outcome and its sequellae to the victim, the victim's family and friends and the cost to the public.

All necessary diagnostic and therapeutic facilities are in close proximity within the building. Transport of a patient between any two areas requires less than two minutes. Each clinical area is equipped to support an intensive care level of monitoring and intervention. Even during transport between areas, this level of care is provided. A computer system (discussed below) maintains a continuous record of all the monitored and intervention data. The electronic record can be reviewed and appended from all clinical areas. This system provides the "flight recorder" level of review of each patient's care, which is critical to the maintenance of superior quality assurance and the basis for research on improvements in future trauma prevention, treatment and outcome. Each of the diagnostic modalities, particularly those in radiology, provide results in the shortest times presently possible.

A serious physiological problem associated with the trauma patient is loss of body temperature. A drop of two degrees from normal can lead to reduced blood clotting--a disaster in the bleeding patient. A notable environmental control feature of the Trauma Center is the ability to sustain ambient temperatures near 100°F in all care areas. All infused fluids, (e.g., blood products and salt solutions) are given at body temperature through newly available warming pumps. Ryder clinicians have all adjusted to performing long operations under such conditions. Because of these advances, physician-induced hypothermia is not a clinical problem in the Ryder Trauma Center.

Recovery from serious multi-trauma is enhanced when all injuries are repaired as early as possible. Often this requires that multiple teams operate simultaneously. Typical operating rooms cannot accommodate the numbers of staff and equipment that multi-trauma care demands. The Ryder Trauma Center operating rooms were designed to address these needs.

The CARE Computer System:

The acronym, **CARE**, refers to the clinical, administrative, research and educational orientation of the computer system now in place at the Ryder Trauma Center. A guiding principle is that the latter three capabilities can be facilitated through clinical data management. Since, within a trauma center, the administrative and research functions are particularly reliant on clinical information, this component will be dealt with first.

Clinical: Various clinical functionalities of the **CARE** system comprise its most complex aspect. They allow users to enter and review all components of the medical record wherever they may be within the Ryder Trauma Center. Perhaps most importantly, they allow an almost instantaneous "snapshot of what has been done for the patient and what his or her status is in ways not possible with the conventional paper record.

As an example of this level of capability, a Simpact Inc. digital voice management system allows voice records of operative dictations and other acoustic descriptive elements to be included in the electronic and paper record. Dictation and dictation review can be performed at any telephone. Voice records are handled as any other data source, permitting the generation of management reports that indicate which patient records must be transcribed or which have yet to be dictated.

This technique also permits clinicians to review a dictated record even before it is transcribed, which can be extremely useful in the rapidly evolving environment of trauma care. It would not be uncommon, as one example, for a patient to be returned to the operating room shortly after completing surgery and for the initial operating team to have gone off duty. *In such instances, having ready access to the dictated operative report can provide insights into the initial findings and interventions that would otherwise be unavailable.* It should be noted that, under the best circumstances, operative report transcriptions are available a day or two after they are dictated.

The chart component of the medical record includes notes, orders, patient forms and reports. The last are presented in flowsheet and structured form. Data are acquired through clinician's entry and from other computers via electronic exchange. The following systems furnish data to the CARE system.

- The Jackson Memorial Hospital Information system supplies admission, discharge and transfer (ADT) data, laboratory reports, radiology reports and transcribed operative and discharge summaries.

- The Spacelabs Inc. physiological monitoring system supplies continuous data on the cardiovascular and respiratory status of all patients attached to monitors. The Ryder Trauma Center has 40 monitored sites. They are located in the resuscitation suites, holding areas, operating rooms, radiology suites, intensive-care units, post-anesthesia recovery units and moveable stretchers.

- The Diatek Inc. "Arkive" anesthesia record management system transfers all data associated with operative cases. Monitored cardiovascular, respiratory and anesthetic gas parameters, procedures, notes, drugs administered and fluid input/output status are among the items supplied.

- Annotated sketches of injury patterns and/or procedures represent another source of information. A Scriptwriter Inc. pen and character capture clipboard is associated with workstations in the resuscitation suites and the operating rooms. These devices provide a paper copy of the annotated diagrams. An electronic record is also maintained as a data element so that these images and high-resolution injury and x-ray images can be viewed, along with other components of the medical record, on windowed workstations distributed throughout the Center.

- The last data source are images that are captured from digitized video inputs. Pictures of internal and external injuries are the primary source. In addition, x-ray images can be digitized. Various personal computer image-capture boards are used for this purpose. In the near future, digital x-ray images such as CAT scans will be transferred directly from the devices.

Administration: Administrative functions are easily definable. They include hospital and professional billing, quality assurance reporting, utilization review reporting and inventory and personnel management.

In the past, each of these functional elements was performed by a separate team. Since a common initial step among these teams involved review of the medical record, a wasteful competition for the paper chart arose far too often.

BILLING. The clinicians primarily responsible for the patient and for creating the record also found themselves vying for the paper chart to substantiate professional billing. Professional billing embraces many different clinicians who simultaneously participate in the patient's care. For a trauma patient, this may include the general surgeon, specialty surgeons (such as orthopedic and neurological surgeons), anesthesiologists, radiologists, pathologists (who interpret laboratory and anatomic specimens), psychiatrists, intensivists and specialists in internal medicine (such as cardiologists).

Since each group of physicians, and often individual physicians, might require the chart to execute billing, it is easy to see how a great deal of time and effort could be expended on this function alone. Unfortunately, billing personnel might not communicate or coordinate activities. It is possible that the same patient, with one set of problems, could be described quite differently if different professional billing strategies were used and any or all of them could conflict with the hospital's billing descriptions. A patient who, thus, was treated for a stab wound to the abdomen, with laceration of the colon and liver, who developed cardiac and respiratory failure, might be listed differently by billing personnel who incompletely or incompetently reviewed the chart and assigned billing codes.

The duplication of effort and the potential for incorrect and uncoordinated billing can be obviated if the clinicians assign a standardized problem description terminology as one part of their note writing. Billing codes can then be created directly from this precise clinical nomenclature. This is just how it is done in the **CARE** system. An exact clinical-problem narrative is developed by the various treating physicians, nurses and technicians as a part of the care delivery process. *Billing is created as a byproduct, with minimal non-clinician intervention.*

QUALITY ASSURANCE. Quality assurance in trauma centers is mandated by local, state and federal governments as well as non-governmental regulatory bodies such as the Joint Commission on the Accreditation of Health Organizations (JCAHO). A series of reports, which address basic registry information through quality-of-care analyses, is required by the various agencies--often on a monthly basis. The traditional approach is to have various teams of individuals review charts and analyze primary reports such as weekly morbidity and mortality conference summaries. The **CARE** system approach is to allow much of the required data to be created by clinicians *during the process of care*. If, for example, flowsheets and other documents such as operative records are maintained as computerized forms, then much of the required quality assurance data elements are made available to all QA workers who use the system. Such data include the times at which diagnostic or therapeutic interventions commenced and patient status (e.g., systemic blood pressure) at these times. If the responsible physicians and nurses are the primary source of the data, low error rates are likely and the number of quality assurance workers can be kept to a minimum.

In the **CARE** system, data required for quality assurance are automatically transferred into the quality assurance database. The **CARE** system software scans patient records for completeness and internal consistency. If a patient is designated as sustaining trauma during pregnancy, for example, the patient should be listed as a female. If the record is incorrect or inconsistent, the **CARE** system includes the patient in a management report of exceptions. These are then addressed by appropriate individuals. Focusing on such patients is an efficient use of expensive resources.

Education: Training and education is an integral component of a trauma center's responsibilities. Involved staff includes attending physicians, physicians-in-training, medical and nursing students, nurses, technicians (e.g., respiratory and radiology technicians) and administrative personnel.

In general, computer systems can disseminate information and evaluate user knowledge of it. The **CARE** system supports information dissemination in a number of ways.

- Providing multi-media-based lectures. Powerful personnel computer workstations can bring to life not only lectures but procedure demonstrations. Throughout the Ryder Trauma Center, high resolution video cameras allow clinicians to capture images of injuries or even complex procedures such as abdominal surgeries. This technology provides a ready source of materials that can be digitized and included in multi-media presentations. The system's ability to digitize voice, moreover, allows narrative to be easily included in these presentations.

- Providing reference materials. A number of functions are available on all workstations. These include access to all policies and procedures of the Ryder Trauma Center, access to hospital charge lists; and access to drip-drug rate calculations. High resolution workstations distributed throughout the Ryder Trauma Center also offer access to Index Medicus and the Physicians' Desk Reference.

- Providing multiple-choice examinations at each work station. Tests are geared to subject matter and audience. Clinicians are provided instantaneous feedback regarding performance.

- Providing additional sources of information such as electronic mail, a bulletin board of scheduled events and a telephone directory. The policy and procedure manual is tied into the electronic mail system. It is often vital that affected staff be informed when relevant policies or procedures changed. When a clinical supervisor effects a policy or procedure, electronic mail is immediately sent to the involved parties. In addition, the supervisor is provided with a report indicating which clinicians have acknowledged reading the messages. Quality assurance reviews often evaluate the method for confirming that staff have been informed about policy or procedure changes. In a paper and pencil, manual system, managing this information can be extremely labor intensive.

Communications forms an indispensable framework for the CARE system. The communication network hub is situated in a large communications and computer center within the Trauma Center. This network connects various sources of information, such as physiological monitors, hospital information system reports, digital radiography, anesthesiology recording, digital dictation and office automation. The data communications capability will allow all forms of data, including standard alpha-numerics, images and voice, to be utilized at terminals distributed throughout the center. Such general availability is a crucial requirement for development and implementation of a paperless medical record that, as noted above, allows real-time information access so crucial to providing effective trauma care.

The various components of the **CARE** information system purchased under this grant (e.g., the SpaceLabs Physiological Monitoring System, Diatek anesthesia record manager, GE CAT scanner as well as central data servers, communication servers, peripheral terminals and printers) are, or soon will be, operational and integrated into a unified information system.

The heart of **CARE** system software is the trauma registry. It maintains those critical data elements on each patient that are required for quality-assurance reporting. Data enter the registry from clinical information activities as well as from direct input. The registry has been operational for more than a year.

CARE system hardware and software have assumed a central role in accomplishing CRASH study goals. They have, for example, facilitated identification and tracking of all patients. As the system continues to be implemented in the Trauma Center, much of the clinical data concerning resuscitation, operations, and intensive care will be available from the electronic medical record.

Research: **The Crash Study--Injury Analysis of Restrained Occupants in Automobiles Involved in Frontal Collisions:**

This section summarizes the first eighteen months' work on the crash study. This work was funded by the United States Department Of Transportation, National Highway Traffic Safety Administration, Office Of Crashworthiness Research. Table I shows the relationship between Medical Computer Systems Laboratory personnel and the Crash Study.

TABLE III
CRASH STUDY PARAMETERS

- **ACCIDENT CHARACTERIZATION**
  - THE SCENE
    - VEHICLE(S) TRAJECTORY
    - WEATHER, TIME OF DAY
    - ROAD CONDITIONS, SPEED LIMITS
  - THE VEHICLE(S)
    - SPEED
    - CHANGE OF VELOCITY (DELTA V)
    - POINT OF IMPACT
    - DIRECTION OF FORCE
    - VEHICLE CRUSH (BODY, FRAME)
    - INTRUSION
    - POINTS OF OCCUPANT CONTACT
    - RESTRAINT MECHANISM STATUS
  - EMERGENCY MEDICAL SERVICES
    - MODE OF TRANSPORT
    - RESPONDING UNIT
    - TIME LINE–TO ACCIDENT, TO TRAUMA CNTR
- **SUBJECT(S)**
  - DEMOGRAPHIC INFORMATION
    - GENDER
    - RACE / ETHNIC ORIGIN
    - AGE
    - HEIGHT
    - WEIGHT
    - LIMB MEASUREMENTS
    - HANDEDNESS
    - CLOTHING
    - OCCUPATION
    - FAMILIAL/SOCIAL SUPPORT NETWORK
    - PRESENCE OF CONTROLLED SUBSTANCES AND ALCOHOL
  - CLINICAL
    - PHYSIOLOGICAL STATUS (G.C.S., BP, RESP., ETC.)
      - AT SCENE
      - IN TRAUMA RESUSITATION
    - INJURY DESCRIPTION
      - SEVERITY (AIS)
      - MECHANISM
      - LOCATION
      - TYPE
      - VIDEOGRAPHY, PHOTOGRAPHY, X RAY, CAT SCAN
    - HOSPITAL COURSE (TIME LINE)
      - RESUS
      - OR
      - TICU
      - FLOOR
      - REHAB
    - POST-HOSPITALIZATION COURSE (FOLLOW-UP)
- **FINANCIAL INFORMATION**
  - LENGTH OF STAY (LOS)
  - FINANCIAL CLASS (SOURCE AND POTENTIAL FOR REIMBURSEMENT)
  - HOSPITAL CHARGES
    - OVERALL
    - DAILY
  - PHYSICIAN CHARGES

METHODS AND PROCEDURES

Subjects--Table II summarizes the criteria for acceptance into the Crash Study. Subjects all met Florida trauma center admission criteria for severity of injury. Evaluations were accomplished by Emergency Medical Services (EMS) personnel at the scene of the crash or during initial evaluation in a non-trauma center. In addition, each subject had to sign an informed consent. Subsequent investigation of the crashed vehicle, police reports and subject interviews had to verify that the predominant vector of force was frontal (10:00 AM to 2:00 PM on the clock rose) and that the subject had been restrained. The definition of restraint included all conventional safety devices, such as lap and shoulder belts, air bags and child safety seats.

Period--This phase of the project extended 18 months, from July 1, 1991 through December 31, 1992. All subjects were admitted to one of the two trauma units operating at Jackson Memorial Hospital during this time.

Facility--Since its opening in July, 1992, the new, specialized trauma care facility has greatly enhanced both health care delivery and the crash study data-capture and analysis processes. All of the critical diagnostic and therapeutic units are contained in the Center. Verifying and reviewing subject data are simplified by the fact that all personnel who furnish information for the crash study work full time within the center. Moreover, the traditional components of the medical record, the paper chart as well as diagnostic images, are maintained in the building.

The **CARE** system handles common record components such as notes and orders. It also manages images.

Presently, video cameras, available within the resuscitation suites and the operating rooms provide input to an imaging computer system, thereby allowing pictures of injuries to be captured and maintained as a component of the medical record. These electronic images, along with digitized x-rays and CAT scans, provide an important national research resource for the study of crash injuries.

Imaging--The research methodology centers around identification of potential subjects in a timely manner. It must be understood that this kind of capability requires 24-hour-a-day, seven day-a-week attention. The most challenging element here involves obtaining images and descriptions of injuries on a continual basis. In the initial phase of the study, images were provided by consulting, forensic photographers. Unfortunately, these specialists were not only expensive but they were available only during standard working hours. Furthermore, some delay was experienced in obtaining those prints and/or slides that had been taken between 9:00 AM and 5:00 PM.

By contrast, the mobile videographic systems presently in use by crash-study personnel and under evaluation by trauma-center clinicians, make it possible to obtain suitably high-resolution images, without delay, during the process of care.

Analogously, in the first stage of this study, descriptions of diagnostic impressions and therapeutic interventions had to be gleaned from review of the paper medical record and interviews with caregivers. The electronic charting system will allow clinicians to describe observations and interventions precisely and have them included in the record. The aim is to have complete documentation on all patients admitted to the Ryder Trauma Center through images and descriptions of all relevant observations and actions.

Protocol--Table III lists the parameters accrued for each subject in the CARE system database. The data are, therefore, available for analysis at a number of levels.

Once a patient was determined, on a preliminary basis, to meet the study criteria, a number of parallel activities began:

TABLE II
INCLUSION CRITERIA FOR CRASH STUDY

- FRONTAL COLLISION (10:00 TO 14:00 ON CLOCK ROSE)
- RESTRAINED VEHICLE OCCUPANT(S)
- INJURIES SEVERE ENOUGH TO MEET FLORIDA STATE AND OTHER TRAUMA CRITERIA
- SUBJECT(S) AGREE TO PARTICIPATE

NOTE: FORTY-EIGHT SUBJECTS, IN 45 CASES MET THESE CRITERIA DURING THE FIRST 18 MONTHS OF THE CRASH STUDY

TABLE I
RELATIONSHIP OF MCSL PERSONNEL TO CRASH STUDY

• "CRASH" STUDY TEAM		
	– JEFFREY AUGENSTEIN M.D., Ph.D. F.A.C.S.	*PRINCIPLE INVESTIGATOR*
	– ELANA PERDECK	PROJECT COORDINATOR
	– JAMES STRATTON	CRASH INVESTIGATOR
	– DIANE GONZALEZ	RESEARCH NURSE
	– DANIEL RODRIGUEZ	RESEARCH ASSISTANT
• CONTRIBUTING TEAM		
	– JONATHAN ANDRON	SOFTWARE, DATA BASE
	– KEVIN CRAYTHORNE	HARDWARE, MODELING, COMMUNICATIONS
	– ERNEST PETERSON, Ph.D.	R & D: HARDWARE, IMAGING, DATA ANALYSIS

- A crash study researcher attempted to interview the patient or perhaps other occupants of the crash vehicle, scene-responding EMS personnel and the investigating police. If it were concluded that the study requirements had been met, the patient was asked (after being briefed on the nature of the study and his/her rights) to sign a form consenting to participate in the study. (Refer again to Table II.)

- If the patient consented, the crash investigator member of the team sought to evaluate the vehicle and the scene. This individual is an experienced National Accident Sampling System (NASS) investigator. Vehicle location was typically contained in the police report. Every effort was made to have access to such data sources within 24 hours of the crash since the evidence at the accident scene, as well as the in and on the vehicle, deteriorated within a short time after the accident.

- A major component for facilitating this research was establishing a close working relationship with the many geographically dispersed police and EMS units that support the trauma center.

- Once the accident vehicle became available, the second phase of data collection began. The NASS investigator had to determine whether or not the collision was frontal and whether or not the subject had been restrained. The physical evidence of air bag deployment and/or seat belt engagement in the position of the subject was crucial for establishing that study restraint criteria had been met.

It should be noted that an extremely useful source of data was photographs or videos taken at the scene. We have communicated our urgent need for these materials to agencies that respond to the crash scenes. In a number of cases, representatives of the police, the EMS, local television stations and even amateur video enthusiasts have provided useful documentation. In some cases it established restraint status.

- Once a patient consented to participate in the study and the crash investigator determined that the direction of force and the restraint status were appropriate, the remaining vehicle and scene data as well as pertinent clinical and economic data were collected. The crash investigator attempted to establish occupant/vehicle contact points which might have elaborated the mechanism of the injuries sustained.

- The extent of the injuries, the therapeutic interventions used to correct them, the course following therapy (both within the hospital and after discharge) as well as the economic, social and psychological implications of the subject's injuries were then assessed through medical record review and interviews. A major analytical approach of the study was the multi-disciplinary review, during which injury mechanisms were defined.

The goal of these meetings was to incorporate the judgments of general and specialty surgeons, forensic pathologists, trauma nurses, the crash investigator, automotive safety engineers, police accident investigation specialists and EMS personnel. The various data elements and evidence from all phases of the investigation were presented to them for discussion and review in their collectiveroll as an expert panel.

RESULTS

In the 18 months since this research began, 45 cases and 48 subjects have been studied. Total admissions to the trauma facilities at Jackson Memorial Hospital for this interval were 4,099. Of these, 917 were occupants of vehicles involved in automobile crashes. The vast majority of auto-crash victims (90%) were not eligible for the study because they had not been restrained or they had not been involved in a frontal collision or both. If the EMS personnel or police at the scene determined that the crash had not been frontal, the patient was excluded from the study at that point and no further work was done to assess study eligibility.

Non-Crash Study Patients Vs. Crash Study Subjects. Of the non-crash study patients for whom data are available, 64% (e.g., 290/453) were not involved in frontal collisions.

With regard to all injured automobile crash occupants admitted to the trauma center during the time of this study, 26% (e.g., 163/626) had alcohol or some other drug detectable at admission. A much higher proportion, 50%, (e.g., 24/48) of crash study subjects had this finding. Figures 1A to 1F presents results for six drugs associated with the latter group.

In the general automobile crash population, the ratio of male to female patients was 1.94 to 1, while in the crash study group it was in the same direction but somewhat lower, 1.38 to 1.

A greater proportion of minority individuals (71% of the sample) comprised the non-crash study group than comprised the crash study group (52% of the sample).

The average age of the general automobile crash group was 33.0, +/- 0.77 (+/- one standard error of the mean) years. This was substantially lower than that the crash study group, e.g., 40.3, +/- 2.39 years.

Crash study subjects. Perhaps the most significant findings thus far have to do with occult injuries associated with airbag deployment and a specific structural improvement. Two examples follow:

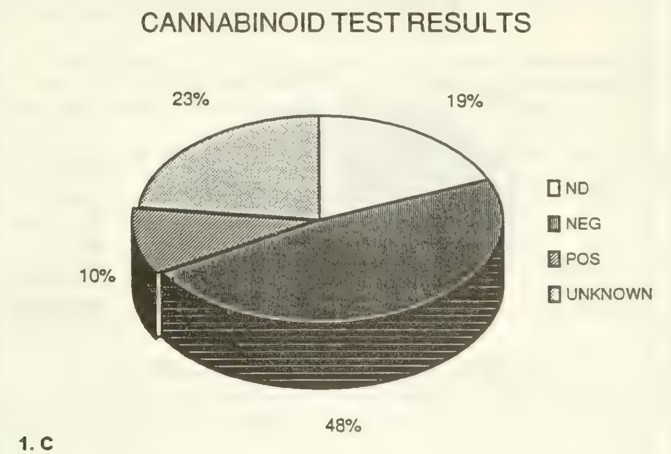
- With the increasing use of air bags, previously common signs of injury such as bleeding, facial lacerations, abrasions, bruises and broken facial bones are not as frequent or severe. Often, they are not present. Occupants protected by airbags and safety belts may, or may *appear*, to suffer only minor crash-related injuries. On occasion, they may, however, have experienced internal injuries which can be survivable if detected and treated in time but which can be fatal if not detected and treated promptly.

One suggestion, derived from the crash study cases, which may improve detection and treatment of accident victims, is to look carefully for steering wheel deformation in the crash vehicle. Deformation would be presumptive evidence for internal injuries. Rescue personnel have been alerted to lift the deployed air bag and inspect the steering wheel, at the accident site and alert trauma center clinicians if deformation is present.

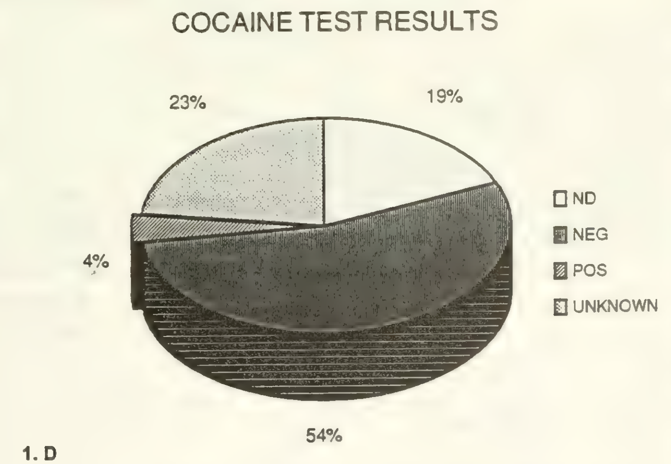
In one specific instance, air bag deployment probably prevented immediately fatal injuries but residual, intra-abdominal trauma proved irreparable. After reviewing the vehicle and scene pictures, the treating clinicians concluded that their index of suspicion for serious injury should have been very high and that they could have been more aggressive in the initial phases of the patient's workup. Thus, developing techniques for accurately communicating the nature of crash forces to treating clinicians can enhance the care-delivery process.

- Another case illustrated the benefits to be gained from this study of real-world crashes in evaluating the effectiveness of federal motor vehicle safety programs. In this instance, it was found that rectification of crashworthiness limitations in the 1980 model Honda Civic lead to a probably life-saving moderation of injuries experienced by the restrained occupant of a 1981 model Civic.

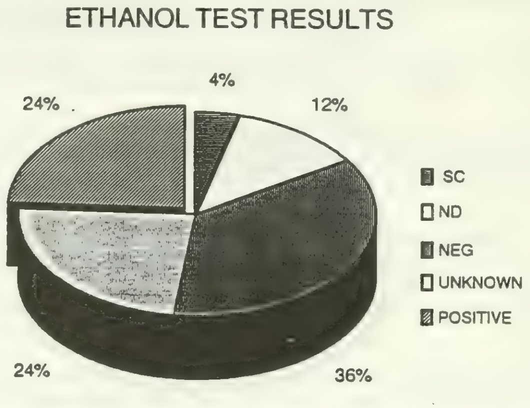
Additional findings noted from the crash study group were as follows:


CANNABINOID TEST RESULTS
23%
19%
10%
48%
▯ ND
▥ NEG
▨ POS
▤ UNKNOWN

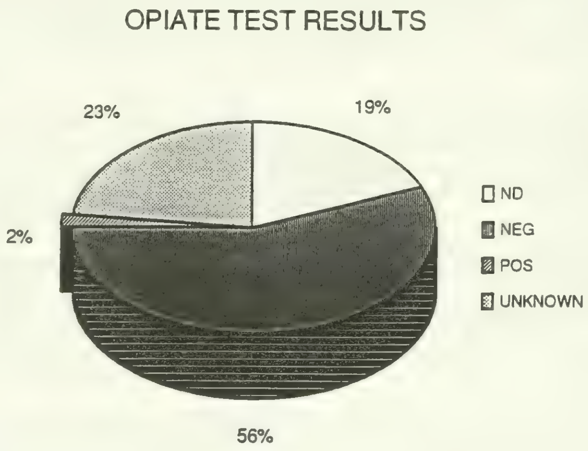
1. C


COCAINE TEST RESULTS
23%
19%
4%
54%
▯ ND
▥ NEG
▨ POS
▤ UNKNOWN

1. D


ETHANOL TEST RESULTS
4%
24%
12%
24%
36%
SC
ND
NEG
UNKNOWN
POSITIVE

1. E


OPIATE TEST RESULTS
23%
19%
2%
56%
ND
NEG
POS
UNKNOWN

1. F

- By far, the greatest number of AIS scores were 1 or 2 (84%) The outcome of at least one accident, however, suggests that this metric underestimates the depth of pain and suffering and the duration of recuperation patients endure.

- A large plurality (43.8%) of crash admissions occurred on the weekend and, across all days, a slight majority (52.1%) occurred between noon and midnight. Patients were brought to the center mainly by ground-rescue vehicles (44%) or air-rescue helicopters (42%).

- Accidents happened about equally on high speed highways and moderate-speed urban and suburban roads. Contemporary weather conditions were mostly clear (90%) and the road surface mostly dry (77%). In 83% of the cases, the estimated vehicle speed was 55 mph or below and in 86% of the cases, delta V was less than 40 mph.

- Although twenty makes were represented in the 45 crashes studied in this first phase, three were more highly represented than others; Chevrolet, Ford and Honda accounted for 48% of the accident vehicles. This is probably related to their popularity. Nineteen percent of the autos were ten or more years old while 58% were five or fewer years old.

- Crashes were evenly distributed between multiple-vehicle and single-vehicle crashes. Where the subject was involved in a multiple-vehicle crash, it was rare that the injured subject was the cause. Alcohol was commonly found in the driver who caused the incident. Drugs contributed to most of the single vehicle crashes.

- Overall, across restraint type, most injuries were located in the lower extremities (22%), the face and the thorax (20% each). Most lower extremity injuries were fractures (71%). It was common for toe pan intrusion to be involved. A number of significant chest injuries were associated with shoulder belts which resulted in severe contusions and possibly fractures. At least one of the shoulder-belt injuries occurred in association with an air bag deployment.

Injury experience with restrained occupants. The distribution of injuries by body region is shown in Table IV. The 48 subjects suffered 218 injuries, of which 183 were AIS [Abbreviated Injury Scale, 1990] 1 and 2, 31 were AIS 3 and 4, and 4 were AIS 5 and 6. The injured body regions were widely distributed. In order to provide better insight into this injury distribution, the concept of Harm is applied [Malliaris 1982]. In the Harm injury accounting procedure, weighting factors are applied to the injuries in a database, with each weighted in proportion to its monetary cost. Harm weighting factors applied by Malliaris were based on costs published by the National Highway Traffic Safety Administration [NHTSA, 1987, Malliaris, 1985]. More recently, factors have been developed for the Federal Highway Administration [Miller, 1991]. To permit comparison with earlier published injury analyses, the NHTSA, 1987 Harm weighting factors are applied in this analysis. These weighting factors are shown in Table V.

TABLE IV

DISTRIBUTION OF INJURIES
PERCENT HARM BY BODY REGION

Body Region	**Percent Harm**	
	NASS	**Jackson Cases**
Head/Face	32	30
Chest/Abdomen	46	54
Neck/Spine	2	1
Lower Extremities	14	10
Upper Extremities	6	5

TABLE II

HARM WEIGHTING FACTORS (NHTSA 1987)

Maximum Injury Severity	Thousands of 1986 $I
Survived AIS 1	2.0
Survived AIS 2	4.7
Survived AIS 3	11.7
Survived AIS 4	60.8
Survived AIS 5	281.0
Fatality AIS 6	354.0

As noted above, the injury distribution by body region is very similar using the Harm accounting system. Clinical observation of the subjects, suggests that the consideration of individual injuries using the AIS scale does not adequately convey the seriousness of multiple injuries or the long-term costs and disabilities associated with many of the injuries actually observed. In particular, many of the lower extremity injuries at the AIS 2 severity result in high treatment and rehabilitation costs and leave the subject with permanent disability. Similarly, the need for urgent treatment and the consequent threat to life associated with multiple, low level injuries is a subject which requires additional attention, both in diagnosis and in documenting injury severity.

TABLE VI

CHEST/ABDOMINAL INJURY GROUP RESTRAINED OCCUPANTS IN FRONTAL CRASHES HARM DISTRIBUTION -- PERCENT

Injured Body Region	NASS Belted	Jackson Belted	Jackson Airbag
Arterial	10	32	0
Spinal	0	1	3
Digestive	5	1	28
Heart	9	0	24
Integumentary	3	0	1
Joints	1	0	4
Kidney	1	0	0
Liver	21	3	3
Lung/Pulmonary	10	17	4
Spleen	1	2	24
Respiratory	0	3	0
Skeletal	10	40	10
Unknown/Other	19	0	0
All/Crush	10	2	0

NASS DATA: 1979-86

Comparison of serious chest/abdominal injuries. Earlier analysis of all frontal crashes from the National Accident Sampling System examined the distribution of injuries suffered by drivers who were restrained with safety belts [Digges, 1989]. A comparison of the injuries suffered by the 37 restrained (safety belt and airbag) subjects in this study and the belted drivers in NASS for the years 1979-86 is shown in Table VI on the last page. The "NASS Belted" column is the Harm distribution (percent) for all belted occupants in frontal impacts contained in 1979-86 NASS [Digges, 1989]. The last two columns contain equivalent data for the Jackson cases. The injuries are separated into those suffered by occupants protected by belts only, and those protected by airbags. The airbag injuries include those cases in which the occupant was also belted.

The columns headed "NASS Belted" and "Jackson Belted" give a direct comparison of chest injury distributions observed in NASS during the 1979-86 time period, and those observed at Jackson Memorial. An initial observation is that there are fewer unknown injuries in the Jackson data than in the NASS data--a clear advantage of hospital-based studies of this type.

A second observation is that Harm from liver injuries is much lower in the Jackson data. An examination of the raw data shows that liver injuries are, indeed, frequent events. Twenty percent of belted occupants suffered such injuries. All liver injuries, however, were at the AIS 2 level and, in most cases, did not require surgery. Improved, non-invasive diagnosis may partially account for the reduction in the severity of liver injuries in the Jackson data in comparison with the NASS data.

The high percentage of Harm in arterial injuries observed in the Jackson data is due to a single, severe event which may be over-represented in the relatively small database. Finally, skeletal injuries and lung/pulmonary injuries are more harmful in Jackson data than in the NASS data. Both databases, however, recognize these as high percentage Harm sources.

The "Jackson Airbag" cases display three primary regions of high Harm. They are: digestive, heart and spleen. The digestive injuries are primarily in the abdomen. In general, most of the chest/abdominal Harm from airbag cases has been observed in the lower chest and abdomen.

The continued collection and analysis of this on-the-road injury data will permit more precise evaluations of the residual injuries suffered by belt- restrained and airbag-protected occupants and will lead to techniques for further reducing the injuries.

Crash severity and injury severity analysis. To provide insight into trauma triage criteria for victims of crashes protected by airbags, a compilation of vehicle damage parameters and resulting occupant injury is presented in Table VII. This table shows the steering wheel deformation, the wheelbase reduction and the maximum vehicle crush. The calculated crash severity, delta V, is also displayed. For comparison, the maximum injury severity suffered by the occupant, MAIS, is shown.

The triage criteria used in Dade County, Florida are summarized in Table V. A number of physiological factors are included in the criteria. Based on experience to date, however, injured occupants protected by airbags sometimes exhibit physiological responses which do not predict the gravity of their total trauma. In some cases the need for urgent care is associated with multiple low-level injuries, rather than from the more severe facial, head and chest injuries which are frequently observed among unbelted occupants.

TABLE VII

CRASH AND INJURY SEVERITY
JACKSON AIRBAG CASES

CASE No.	S. WHEEL INCHES	W. BASE INCHES	CRUSH INCHES	MAIS	DELTA V MPH
91-002C*	8	17	48	4	40
92-017A	3	8	38	4	37
92-027J	5	0	33	2	37
91-006C	1	7	24	4	31
92-030J	0	16	21	1	23
92-004J	2	11	30	5	22
92-023J*	1	8	29	2	22
91-013E	1	3	15	1	19
92-006J*	4	9	23	2	18
91-009E	0	0	18	2	18
92-011E	1	27	13	1	10

*Injury severity not apparent at scene

TABLE VIII

ADULT TRAUMA CRITERIA
USED IN DADE COUNTY FLORIDA

- Systolic BP $\leq$ 90
- Respiratory rate <10 or >29 BPM
- Glasgow Coma Scale $\leq$ 12
- Penetrating injury to head, neck, chest, abdomen or groin
- Paralysis
- Second or third degree burns $\geq$ 15% TBSA
- Amputation proximal to wrist or ankle
- Ejection from motor vehicle

Earlier analysis of injuries to unrestrained occupants by Jones and Champion, suggested the extent of vehicle damage as an injury severity criterion [Jones 1989]. For frontal collisions, serious injuries were found to be likely at crash speed change (delta V) of 20 and 22 mph for direct frontal and offset frontal crashes, respectively. Corresponding crushes of 20 and 28 inches were suggested as triage field criteria.

Table IV shows three cases, noted by asterisks, in which the urgency of care was not initially recognized in the field or emergency room. Two of the cases were at speeds above 22 mph and, thus, met the vehicle damage criteria suggested by Jones but one did not. In that case, the steering system was collapsed 4 inches due to occupant loading. Again, this deformation suggests an additional triage criteria to predict the severity of the occupant loading. Investigations of similar data from NASS are now underway to assess the use of steering wheel deformation as a triage criteria.

DISCUSSION

There are a number of observations that can be made at this time with respect to the study process and the preliminary findings. With respect to process, it is clear that this type of study can be done accurately and efficiently. Early networking with various data-source agents such as the police and fire-rescue personnel has paid off handsomely. Nevertheless, much more could be accomplished if images were to be obtained at each crash scene. As noted above, some progress is being made in this regard.

The availability of the computerized patient record system has dramatically improved productivity but these technologies have to be matured and clinicians' involvement must be continuously enhanced. We are confident, however, that much of the pictorial, numeric and verbal descriptions related to the care process can be captured into the computer system and thence into medical record.

To facilitate multi-disciplinary analysis, a multi-media presentation room had to be developed. Thus far, it is proving to be most helpful in raising analysis productivity. Much of the patient data can be stored and presented electronically. This capability also greatly facilitates the evaluation process since very little time is wasted in searching for materials such as accident reconstructions, injury pictures, x-rays, CAT scans, etc. Moreover, the electronic presentation technology allows juxtaposition of various data forms in a virtually unlimited manner.

Another observation has been made about the process of this study. The data collection and presentation effort has furnished a vital addition to the Trauma Center's quality management process. These cases represent rare occasions when an entire picture of trauma and trauma care is available. The multi-disciplinary meetings have furnished some insight into parts of the system that are not known to those working in other parts. For example, surgeons in the trauma center have gained insight into occupant extraction demands after viewing the scene and vehicle images associated with patients for whom they provided care.

In addition, opportunities for overall trauma system improvement have been made obvious. Emergency Medical Services personnel and clinicians in the center could benefit from a greater awareness of new crash injury patterns as described above in RESULTS.

The preliminary findings of the study point to the possibility that other opportunities exist for improving safety engineering, particularly with respect to lower extremity and chest protection. The lower extremity injury pattern is complex, however, so data from significantly more subjects must be analyzed before meaningful conclusions can be drawn.

An understanding of whether particular injuries are caused by rotational or axial forces is difficult in many of the analyzed cases. The collapse of the toe pan area produces both direct axial forces imparted to the foot or the knee. Yet entrapment of the foot can also impart significant rotational forces on the long bones and joints as the upper body rotates. To suggest improvements in protective techniques for the lower extremity, much more needs to be known about the various injury mechanisms.

With regard to the chest injuries noted in this study many were minor yet contributed importantly to the patient's morbidity. In some cases, the safety belt was worn inappropriately because of discomfort associated with the recommended positioning. In addition, severe chest contusions were noted in situations where an air bag deployed.

A better understanding of the performance of seat belts and air bags is being sought in this study. Perhaps when both are involved, the shoulder belt should be designed to apply less tension, thereby allowing the air bag to attenuate a greater portion of the energy imparted to the chest. Again, however, much more comprehensive study and analysis must be undertaken before solid conclusions can be drawn in this area. Nonetheless, using the extensive data base associated with this first group of subjects, we have begun an in-depth analysis to refine our understanding of such issues.

In summary, the findings of this study offer promise in helping to reduce death and injury on the nation's highways. Efforts continue to be focused on six areas.

- **Gaining insights regarding the mechanism(s) of injury**. How important, for example is the floor pan area in producing and/or modifying lower extremity injuries?

- **Developing injury and outcome relationships**. What is the effect of rapid–or delayed–injury detection and treatment on outcome?

- **Understanding the monetary cost and personal consequences of injuries**. Is there a metric to predict accurately the costs and consequences of low AIS-rated injuries? Why are such injuries often so financially and personally costly?

- **Specifying restraint improvement needs**. How can air bags and seat belts function better in concert? How can restraints meet the needs of the elderly, osteoporetic female, the unusually short, tall or obese person? What are the injury consequences of tailoring restraints to young individuals of average dimensions?

- **Developing improvements in trauma treatment**. How can early procedures improve outcome? The findings of this study have already lead to a nationwide call for EMS workers to "lift, look and learn" whether the steering wheel has been deformed in an accident so clinicians can be alerted to possible covert, internal injuries and, thus take appropriate steps for diagnosis and treatment.

- **Improving NASS data**. Can improved communication among health care and technical personnel improve data collection and analysis and thereby improve understanding of automobile crashes? In association with this study, panel discussions involving physicians, nurses, engineers and other professionals have, indeed, improved data collection and analysis.

FURTHER COMMENTS

Studies in injury prevention. As noted earlier, a significant benefit of multi-disciplinary, in-depth crash investigations is the ability to relate the injury to its cause. This relationship provides a unique basis for studying the mechanism of injuries and how to prevent or mitigate them. Our analysis includes: a) comparing crash cases with similar vehicles which have been crash tested, b) comparing Jackson data with NASS data, c) in-depth investigation of the crashed vehicle, d) detailed documentation of the injuries and e) multi-disciplinary analysis of the injury causes, treatment and prevention.

We have already described the changes in injury pattern for occupants protected by airbags. As injuries to the head and chest are significantly mitigated by airbags, new challenges to safety designers are emerging.

To date, our studies are illuminating three new and significant areas. They include the following:

- The need to understand injuries associated with intrusion.

- The need to understand the causes of disabling injuries to lower extremities.

- The need to address multiple, low-level injuries in both treatment and in vehicle design. There is an associated need to identify sources of minor injuries which can be mitigated by greater care in vehicle design.

Intrusion-related injuries. Injuries to occupants of vehicles with crash-induced intrusion are currently of great interest, both in the United States and in Europe. Crashes with occupant-compartment intrusion continue to produce injuries even when the occupants are protected by airbags and/or belt restraint systems. Consequently, studies of intrusion-related injuries are especially germane to the motor vehicle safety community. The Crash Analysis Center of George Washington University, in conjunction with the University of Miami, has formed interdisciplinary teams to assess ways of better understanding the intrusion injury problem and how to mitigate it.

As part of this joint project, a workshop on intrusion injuries was held on February 17, 1993. The purpose of the workshop was to bring together experts for the purpose of discussing what is needed to understand better intrusion-related injuries. Participants included crash data collectors, data analysis professionals, crash test engineers, biomechanics engineers and trauma research physicians. The workshop brought together hospital-based research teams and United States Department of Transportation professionals involved in data collection, crash testing, highway and vehicle safety design and biomechanics. Ultimately, it is desirable to develop data collection algorithms which can be tested using hospital-based accident information gathering teams. Eventually, successful algorithms could be incorporated in NASS Special Studies, or the entire NASS/CDS (Crashworthiness Data System).

There were four needs identified:

- Ways for assessing the severity and frequency of the injuries and the related mechanisms which are induced by vehicle intrusion.

- Creation of injury criteria for intrusion related injuries.

- Development of devices and instrumentation to measure injury mitigation features in crash tests.
- Identification of vehicle features which induce intrusion-related injuries and safety features which ameliorate them.

The overall findings of the workshop included the following:

Document methodology: There is a need for methodology to document the occupant/injury, crash environment and outcome (including disabilities and costs) for intrusion-related injuries. An analysis of NASS data [Morgan, 1991] provides an initial basis for classifying injury mechanisms for the lower extremities, below the knee. This type of classification needs to be expanded to include intrusion parameters and other body regions. In addition, the documentation should assess the involvement of the seat, pedals, floor, footwell and tunnel in injury causation. The data collection should attempt to document hard or sharp points of the vehicle which contributed to injury. Conversely, design features which may have reduced severity of the injury should be documented. The position of the body at the time of injury should be assessed. Measurements of lower limbs and other body dimensions would be useful in this part of the investigation. Documentation of the initial seat position is needed for subsequent reconstructions.

Document additional injury parameters: There is a need to document additional occupant and injury characteristics. For the injured occupant, documentation should include height, weight, limb lengths, handedness, clothing, footwear and previous injury history. Information on the seat position and braking/bracing actions should be ascertained. For the injury, documentation should include photographs, x-rays, CAT, MRI and bone density scans, injury diagrams, clinical description of treatment, response and outcome and the related costs.

Document additional vehicle parameters: The additional vehicle parameters include both interior and exterior measurements. For the interior, there is a requirement for measuring steering column and steering wheel displacement. The nature of the loading of body regions needs to be further investigated so that good and bad safety features can be studied. A standardized method is needed for measuring displacement of the footwell, pedals and knee restraint. For the exterior, the additional measurements include: impact orientation, direct and induced damage, extent of vehicle overlap in car to car crashes, wheel and engine displacement and the causes of occupant compartment intrusion. As part of the investigation, occupant kinematics should be determined and the contribution of intrusion assessed. Finally, the extraction procedures should be documented.

Conduct comprehensive, interdisciplinary analysis of injuries and mechanisms: An interdisciplinary team should evaluate all available case data and assess injury mechanisms for a number of cases. The case resources include the crash vehicle, crash scene, occupant and injury data. These data can be supplemented by crash test data and crash test film analyses, vehicle and occupant modeling and comparisons with mass accident data. A component of the assessment should be the development of a better way of describing the consequences of injury to augment the AIS system. Another objective should be to identify injury mechanisms and potential safety features to reduce intrusion injuries. The results should be provided to the safety community to assist in improving safety systems.

Lower Extremity Injuries. The Jackson accident investigation team has now incorporated additional procedures for documenting the source and mechanisms which cause lower limb injuries. They include footwear, handedness, pre-crash braking and dimensions of lower limbs. A particularly useful technique has been to measure the lower limbs of the crash victim and apply the measurements to the witness marks in the vehicle in order to determine the limb orientation during impact. Where possible, the design of all structures contacted by the lower limbs is investigated. Hard points and possible injury sources are identified. The position and loading of the lower limbs are reconstructed, applying a methodology suggested by Morgan but modified to include intrusion-related information.

Design for Reducing Low-Level Injuries. Each year, motor vehicle occupants suffer roughly 4.27 million injuries. The vast majority of these are of AIS 1 severity. Continued care in vehicle safety design is needed to control further injuries at all levels.

Controlling minor injuries is a particular challenge, because, in many cases, events unanticipated by the designer occur. One significant benefit of broad-based investigations and multidisciplinary analyses is the ability to analyze all sources of injury and identify opportunities for improvement. Based on Jackson cases studied to date, illustrative examples will be provided in the following areas:

- Padding attachment
- Glove box design
- Hard points under deforming structures

Padding attachment: In a relatively low-speed crash (18 mph delta V), the padded dashboard intruded about 4 inches on the passenger side as a consequence of an offset impact. During the impact, the padding became detached, exposing the attachment clips which caused a facial laceration.

The federal standard for dashboard padding does not require crash tests. Other standards, however, do require them and the performance of the padding can be observed from crash-test films. Observations of the films of similar vehicles in frontal barrier tests show satisfactory performance of the padding. Present test procedures, therefore, may not determine how well the padding protects occupants when intrusion of the surface beneath the padding occurs. Information from crashes which produce more occupant compartment intrusion, such as offset crashes, may be needed, in part, to evaluate padding performance.

Glove box design: In a 35 mph delta V, 12 O'Clock crash with a narrow object, the glove compartment door opened, exposing a sharp latching mechanism which caused an arm laceration to the driver. No passenger was present. Design improvements should consider redesigned latches which keep the door closed during crashes. Even if the door opens, the latch should not present sharp edges.

Hard points under deforming structures: In an 18 mph delta V, one O'Clock, half-car offset crash, an airbag-protected driver suffered a fractured patella. Removal and inspection of the knee restraint found a hard support structure for the hand brake under the padding where the knee impacted. The structure may have broken away at higher crash severities and, if so, satisfactory dummy-injury readings would result. The dummy, however, does not adequately address lower level injuries, such as a fractured patella. These injuries should be addressed by improvements in design.

In each of the cases described above, minor injuries might have been prevented by safety design, had the possibility of event been recognized. A purpose of the Jackson investigation team is to help recognize how injuries occur and how to prevent them.

CONCLUSIONS

The major result of present case studies points to the necessity for carefully performing triage, early diagnosis and treatment when airbags and belt restraints are involved. Overall vehicle damage and steering column deformation could be included in triage criteria. Field damage observations must be taken into account during acute care. Obvious and potentially lethal injuries to the upper body are being reduced through the use of modern restraining devices. The subtle, sometimes hidden injuries which occur in spite of these devices must also be detected and treated through an increased awareness of the potential injury consequences of certain structural damage.

The benefit of hospital-based teams and multi-disciplinary research for identifying improvements in diagnosis, acute care, treatment, rehabilitation and vehicle design which can reduce the frequency and severity of crash injuries has been demonstrated in this study. The team approach can bring unique insights into the mechanics and biomechanics of injuries.

The benefit of a computerized medical record system and its extension to include data for biomechanics, causation and prevention studies has also been demonstrated. This database provides a useful complement to NASS, for studying crash modes of interest (i.e., frontal crashes of restrained occupants). The capability for developing and implementing data collection algorithms to explore additional injury modes is available with little system modification. The system also allows a wide range of experimentation with new technology for collecting, storing and presenting information.

Finally, this study illustrates the advantage of a multi-disciplinary strategy for examining crash details which document the structural causes of minor and multiple injuries and structural improvements associated with their amelioration. The system permits evaluation of the consequences associated with multiple, low-level injuries on triage, acute care, treatment and outcome .

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Mr. CARR. Well, thank you for your testimony. I did have the privilege of visiting in February. I was impressed with what you were doing down there and am particularly impressed with the clinical investigation of crashes. We had some discussion the other day when NHTSA was here about that.

I wonder, Mr. Baxter, if you have anything to say.

Mr. BAXTER. Well, I am representing NTSB. I would like to tell you we appreciate the suggestion to go and have a look at the work that is being done, and in our experience it is a unique program that is adding significant information to our body of knowledge, and we were very impressed and we are studying the first package of material that they developed in the last year, and I think we are going to find it very helpful in NTSB.

Mr. CARR. Well, what I want to do and the leadership you have taken was to get me down there, Mr. Chairman, and show me what was being done and what could be done and what the possibilities were. It seems to me that in working in conjunction with NHTSA and perhaps the authorizing committee, what we need to do is define what NHTSA's needs are, and what the community's needs are in terms of clinical information to supplement the sampling information and other data and to do so in a program that is funded to get those needs in a comprehensive way. My thinking is that the testimony of NHTSA tended to be a little—let me back up and just say that the NHTSA program was contemplating one clinical site here in Washington at Children's Hospital. Did I say that right?

Mr. BAXTER. I am sorry again, Mr. Chairman, I am with NTSB, and I am not familiar with the NHTSA testimony.

Mr. CARR. You are right to correct me. NHTSA's program envisions only one clinical center at Children's Hospital.

Mr. DIGGES. Mr. Chairman, may I comment on that?

Mr. CARR. And it occurs to me that one particularly at Children's Hospital is to really limit it to children, and not to say what happens to children in an accident isn't important, it is, but it would seem to me that NHTSA would gain from having information from other sources.

Mr. DIGGES. Yes, sir, my name is Kennerly Digges. I am a retired Federal employee. I was a senior executive at the National Highway Traffic Safety Administration for 15 years and headed the dummy development and vehicle crash worthiness part of it. I am now with George Washington University.

Having justified the NHTSA budget for a number of years, I can address some of the items that you mentioned. Let me just mention a little bit of the history, and that is that when I came to NHTSA I was surprised that an organization that was responsible for half the injuries and fatalities in the country didn't have any medical input associated with it. We looked at the problem principally from an engineering standpoint. We analyzed crashes from crash data that was sanitized so you never saw the injured people or injured parties, and we did the tests with dummies which you see on television at all times, so you miss the clinical aspects and the sensitivity associated with dealing with the real people.

Now, the problem is that NHTSA's resources are so terribly stretched on near-term problems that they just don't and haven't had the resources to fund this kind of additional activity. Initially it was principally used for training because you needed your people to be able to understand what was really going on rather than just seeing dummy crashes and seeing this sterile accident data so that the initial training was a principal motive for doing this, but what has happened in the last few years has been that the safety features have become more sophisticated. The dummies therefore need to be more sophisticated, and the medical response has to be much more sophisticated. And what Dr. Augenstein's research is showing is that possibly 10 to 20 percent of the people that are currently dying in air bag crashes are dying because of lack of recognition of the medical needs of those people, and at the same time the engineers may not be recognizing the details, the full details of the injuries associated with this, so for that reason this is extremely important and by and large it hasn't been funded within the normal NHTSA budget.

It has been something that this committee has funded in order to provide the additional information to NHTSA in training and in looking at aspects of future aspects of what is going on in the real world.

Mr. CARR. Well, that is an important addition to our knowledge here, but I would say that NHTSA has had the funding. They tell us they don't want it. Now NTSB, what use could NTSB make of this? One of the problems we are having is that NTSB, NTSB has jurisdiction and NHTSA has jurisdiction, and we don't want to replicate NHTSA inside NTSB. You folks have got plenty to do. However, I might say that your report on youth and driving was very well received on Capitol Hill, this committee. There were some variances in terms of your assessment of trends and NHTSA's characterization of trends. I don't want to start interagency warfare here, but is this the kind of thing that NTSB thinks that we ought to be funding and if not in NHTSA's budget, in yours?

Mr. BAXTER. Yes, I think so. As you know, we have a threshold that we observe in the highway traffic safety area so that we don't overlap with NHTSA's investigations, and we tend to focus on such things as school bus accidents, intercity buses, and to my knowledge the program that is underway, the Ryder Trauma Center and this research effort isn't duplicated in any other area, and I think the information that they are gathering on injuries is a vital part of the picture to save lives and reduce the expense of prolonged hospitalization, so I think we are going to find this very useful.

Mr. CARR. Well, maybe funding the clinical research of automobile accidents would be more appropriate in NTSB than it would be in NHTSA. As you point out, they take an engineering approach to the problem and have done a lot with dummies and the rest of it, but by the same token, NTSB is really the agency that government looks to for crash investigation.

When safety fails, we look to the NTSB to tell us what happened. We don't look to NHTSA, so perhaps NTSB is a better place to fund this kind of research, knowing that you will share what you get with them.

Mr. BAXTER. Well, as a medical research effort, it certainly fits with our mission.

Mr. DIGGES. One of the things that NHTSA needs, though, is this clinical input.

Mr. CARR. My question goes to where does the funding reside? That is the question, in which of the two agencies? We have tried it with NHTSA. They don't seem to want it, so maybe if they don't want it, we give it to—and maybe they don't want it not because they don't find it useful, but culturally it doesn't fit with what they are all about and maybe a better fit would be NTSB.

Mr. DIGGES. I think they have no objection to the research portion of it.

Mr. LEHMAN. Mr. Chairman, could I just sum up one thing? I think, as you know, that this committee is not supposed to fund health-oriented projects, but this is an automobile design-oriented project, and I believe it fits in perfectly with the kinds of needs that this committee should be aware of, and the research and development of the sad case of people who have been injured are doing a good job in trying to redesign—a reason that is necessary to redesign the automobile to prevent the injuries. I think that is really a part of what this subcommittee has a responsibility for, and I maybe some day, Mr. Chairman, we will be able to get some funding directly from the Labor-HHS Subcommittee and take some of this off the back of this subcommittee, but that is not available right now.

Mr. CARR. Well, I think the Chairman articulates it well. The fact is that this committee has the responsibility to evaluate in its budget those things that would go to transportation safety. When safety fails, it becomes a health care issue that ought to be evaluated in the mix of other health care items in the Federal budget, but certainly that area of accident investigation is clearly within the jurisdiction, I think appropriately, of this committee, and so we will work something out to see to it that the information on individual accidents are not lost.

We wouldn't have today the aviation system that we have in place, a world leader in aviation if it had not been for the accident investigations and what we learned from those. We didn't put crash dummies in airplanes and remote control fly them and then fly them into mountain sides and see what happened to the dummy. It is unfortunate, many people have lost their lives in aviation accidents, but each one of them, thanks to the NTSB and the investigators in the military services, those people did not die in vain. Something was learned from the tragedy of their death, and it made aviation safe for everybody else. There is no reason why we can't do that in the automobile world as well.

I think the question is how much, where we do this, are there variations between areas of the country in driving conditions, and I think we need to have this activity have a happy home someplace. NHTSA says they enjoy having the data. They apparently don't want to pay for it or they have a lack of enthusiasm for embracing it in their budget. Maybe NTSB would find it more useful. I don't know. That, we will have to work out with the Secretary and others at OMB, but we appreciate the work you do. We appreciate your being here, and it is always nice to see the Chairman of this committee.

Mr. LEHMAN. A lot of trauma medical care has to be done to find out what to do with automobiles so the next trauma victim won't happen. That is what we were talking about, I believe.

Mr. CARR. Mr. Wolf, do you have any questions?

Mr. WOLF. I have none. Good to see you.

Mr. CARR. Mr. Price.

Mr. PRICE. I mainly want to welcome our esteemed Chairman back and welcome his colleagues as well. I have no specific questions.

Mr. CARR. Thank you very much.

Dr. AUGENSTEIN. Thank you.

THURSDAY, MAY 6, 1993.

STATE ROAD 7

WITNESSES

HON. TOM LEWIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HUGO UNRUH, PRESIDENT, STATE ROAD 7 ASSOCIATION

KEN FOSTER, CHAIRMAN, SAFETY ON 7 COMMITTEE

Mr. CARR. Our next witness will be Congressman Lewis from the State of Florida, and a good friend, nice to see you. I understand that another good friend of the committee's, Congressman Harry Johnston, who apparently will not be able to be with us, but he has a statement and we will put it in the record.

[The prepared statement of Hon. Johnston follows:]

HARRY JOHNSTON
CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0919

INTRODUCTORY REMARKS BY CONGRESSMAN HARRY JOHNSTON BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MAY 6, 1993

Mr. Chairman and members of the Subcommittee, you may remember scenes of bumper-to-bumper traffic along state road 7 last August as residents of Dade and Broward Counties fled from Hurricane Andrew. State Road 7 is a vital evacuation route for all of South Florida, yet the Florida Department of Transportation lists it among the most structurally deficient and unsafe northbound corridors in the region.

I would also like to call your attention to the unanimous, bipartisan support for improving State Route 7 expressed by the entire South Florida delegation. Our letter of April 15 to the Chairman and Ranking Minority Member was signed by all eight South Florida members representing Districts 16 through 23. We see upgrading State Road 7 as a critical safety issue and ask that you support it.

I would now like to turn the microphone over to my colleague, Mr. Lewis, who will introduce today's witnesses.

Mr. LEWIS. Thank you, sir. Mr. Chairman, Mr. Wolf, members of the committee, I appreciate the opportunity to appear before you today to reiterate my strong support for the funding to approve State Road 7, a vital urban highway in south Florida. Today's request by myself, Mr. Johnston who you mentioned was unavoidably detained, and our colleagues from south Florida is made more important due to the problems that arose after Hurricane Andrew.

State Road 7 is a key component of Florida's northbound emergency disaster plan. As we reflect on the massive evacuation required due to that storm, it is dangerously evident that there are not enough safe and dependable northbound routes to handle the volume of individuals fleeing from the disaster.

For the sake of time, I will defer to the State Road 7 committee who is here today, who will share with you why this project is vital to the south Florida area. These individuals have worked hard with the local, State and Federal Governmental bodies to bring the necessary attention to this matter.

I would before introducing them to you, sir, I would also like to again reiterate my strong support for U.S. 27, continuation of that construction.

Let me introduce to you Mr. Hugo Unruh, the President of the State Road 7 Association; and Honorable Ken Foster, the Chairman of the Safety on 7 Committee and a Palm Beach County Commissioner.

Mr. Unruh.

Mr. UNRUH. Thank you very much.

Mr. Chairman, and Members I first wish to thank Congressman John Lewis and Congressman Harry Johnston, their dedication to this much needed project.

I would also like to thank the other six Members of the South Florida Congressional Delegation who supported the importance of State Road 7, 441, as a south Florida hurricane and disaster evacuation road.

The State Road 7 Association, with the conjunction of the Safety on 7 Committee is here today to ask for help from this committee and the United States Congress.

As you can well imagine, we didn't get here overnight, nor do we ask for your help lightly without having first secured the commitment of the local regional and State government entities.

For years, the need to improve State Road 7 has been known to the residents and visitors of south Florida. It hasn't been recently that the effort became energized and the support became very local in showing the devastating need for the improvement of this 22-mile section of roadway.

Before you are two volumes, which I have here also, of independent research data collection, private and public sector reports, statistics and studies on this roadway. While produced over a period of years, the various entities—this information has been compiled by us in one package and validates the need for action on this section of roadway.

In addition, in tab "N" of your booklet, contains some of the many letters of support and resolutions we have received from the south Florida region representing over a million residents of south

Florida. Resolutions were still coming into our office just yesterday, having received them from various cities in Broward County all south of Palm Beach County.

In addition, I have with me today a recently completed economic analysis that shows a savings from life, injury, property damage, operating costs and travel time, of $184 million over a five-year period, upon completion of this project.

To my left, a map graphically depicts the evacuation dilemma facing south Florida. Shortly, I will touch upon some of the statistical data in this map, but for a moment, I would like to turn the microphone, if I might, over to the Honorable Ken Foster Commissioner of Palm Beach and Chairman of the Safety on 7 Committee.

Mr. FOSTER. Thank you, Mr. Unruh.

Mr. Chairman, Members of the committee. I appreciate the opportunity to be here in front of you.

I would also like to thank Congressman Lewis and Congressman Johnston for certainly helping us. They are instrumental, not only on this particular highway, but also 27, and we are certainly going to save some lives with their help and your help.

I am simply here to ask you to assist us in funding of State Road 7 and U.S. 441. It is a critical North-South national interstate transportation thoroughfare, linking Florida, Georgia, North Carolina, and Tennessee.

It is also a vital part, as Mr. Unruh just indicated, of Florida's northbound emergency disaster evacuation plan.

Let me stress this bipartisan issue is supported by the planners, elected policy makers, and the Florida Department of Transportation officials. They recognize this highway as one of the most structurally deficient and unsafe northbound corridors in the vast south Florida road network.

When I became a commissioner three years ago, I immediately recognized the importance of this roadway to my constituency. The statistics alone are mind boggling. Over 1,600 accidents in the last three-and-a-half years. Over 250 serious accidents; 55 fatal accidents, where more than one person was killed in a car. During this same time, on the improved areas, very few of the accidents of the 25 actually took place in the improved areas; to show the importance and what could actually be done through the improvements to this road. Nineteen of the accidents occurred on two-lane stretches.

However, without immediate improvements of State Road 7, this will remain a serious and dangerous roadway. If faced with another dramatic increase in traffic which would surely occur with our next disaster, just as we have just seen with Hurricane Andrew, the number of fatalities on this highway will escalate rapidly. Therefore, I respectfully urge this committee to offer their support in this very, very important project.

I thank you again for the opportunity to be here.

We have Mr. Unruh, who is going to answer some questions and continue with his presentation.

Mr. CARR. Thank you very much.

Mr. UNRUH. Mr. Chairman, I would really like to turn my attention to the disaster evacuation aspect of this project.

Hurricane Andrew left an everlasting impression on the residents of south Florida, as well as throughout the world. There is little doubt that the devastation and loss of life and property resulting from Hurricane Andrew will happen again.

There is overwhelming agreement that south Florida is not prepared for another such disaster. And this was evidenced by Governor Chiles' creation of the Disaster Planning and Response Review Committee which spent three months taking testimony on major evacuation planning issues.

Our report to the Disaster Committee resulted in the recommendation that they should reduce as many of the bottlenecks as possible, this being a focal point of a bottleneck in that area.

Mr. Chairman, this map of south Florida clearly depicts the problem that we face. If you would focus on that for a second. Below that white line to the right live 3.6 million people. That is not a stagnant number, that is a growing number every day.

The yellow arrows represent 19 lines of northbound traffic collapsing into the red arrows coming out of the top of the thermometer of eight lanes northbound. Right around 3.6 million people, that area of land there is nine miles wide from the Atlantic Ocean to the Rock Harshey Wild Life Reserve or the Everglades, and it is the narrowest strip of land on the east coast of Florida.

What, in essence, is happening, is we are trying to put 3.6 million people from 19 lanes into 8. According to a study conducted on capacity and restraints, which you will find in Tab C, the existing roadway network in Dade and Broward Counties can accommodate approximately a half a million vehicles in a 24-hour period or, roughly, about a million people.

Based on the bottleneck constraints in the Palm Beach County northbound vehicle evacuation area, that number is reduced by 60 percent. In essence, in the case of evacuation of a hurricane again, what you were doing is you are leaving 600,000 people stranded on the roadway, with no place to go, stuck in gridlock.

As we also know, the Hurricane Center can only give 24-hours' notice of any real hurricane event. With what we have in the way of capacity, it would take three days to evacuate the people from south Florida in the case of another hurricane.

A recent poll by the Miami Herald shows in Dade County alone, 52 percent of the people polled said they were leaving in the threat of another hurricane. That compares to about 22 percent of the people that attempted to leave during Hurricane Andrew.

Through funding of State Road 7 and U.S. 441, we can go a long way toward increasing the capacity of this bottleneck. Last year, the State Road 7 Association was instrumental in getting the support of the local metropolitan planning organization to rank State Road 7 U.S. 441 number one on their priority list.

The Florida Department of Transportation immediately responded by allocating $2.7 million for design, $28.5 million for right-of-way, and $8.7 million for construction. These dollars are programmed throughout the five-year road program.

In addition, there have been several recent major intersection improvements along the corridor totalling about $4 to $5 million. In addition, the Florida Legislature responded to our requests last session to increase the State's bonding capacity for right-of-way money should other funds become available. And the Palm Beach County Commission, just the other day, gave conceptual approval of a six cent increase in the gas tax in Palm Beach County.

While it is true that the gas tax is not designated solely for State Road 7, it will put more money into the system generally. It will be the job of the State Road 7 Association and those interested in this project to push to make sure as much of those monies are put toward this road as possible.

State Road 7, in summary, and U.S. 441, is in need of $12 million to bring the 22-mile section of roadway to construction readiness. We are here asking for such an earmarking.

The urgency and critical importance of State Road 7 as an evacuation route, coupled with an already horrendous safety problem, demands the attention of the Federal Government.

Mr. Chairman, we are familiar with your investment criteria. We commend you for establishing it. Much of the information you are seeking is found in these volumes that we put together and addresses the many questions you have asked.

We feel very comfortable that when you apply your criteria against our project, this committee will rank with comfort this project high on their list.

We thank you very much for your time. We are available to answer any questions that you may ask.

Thank you.

[Clerk's note.—The report on State Road 7, Designated Hurricane Evacuation Route, South Florida, dated May 6, 1993, that is contained in two volumes will be retained in the Subcommittee's files. The report's summary and table of contents follows:]

State Road 7
ASSOCIATION, Inc.

Planning a safer tomorrow
in cooperation with the
Palm Beach County
Safety on Seven Committee

Executive Summary

The inherent dangers of State Road 7/US 441, a critical north/south corridor in south Florida, has consistently been recognized by people who travel its northern 23 miles. This urban highway only came to unprecedented levels of attention when Hurricane Andrew emphasized its importance as a needed evacuation route. As a two lane rural road, its current usage, combined with any notable increase in volume, quickly can become a bottleneck of disastrous proportion. Studies produced by government officials and private sector firms have all concluded that safety, mobility and appropriate evacuation measures must be addressed on State Road 7. Recommendations to that extent have called for improvement, widening and accelerated funding for State Road 7/US 441 from all levels of government.

When Hurricane Andrew took its toll, Governor Lawton Chiles charged by Executive Order #92-291 the Governor's Disaster Planning and Response Review Committee to hear testimony and make recommendations to help prepare Florida for future disasters. Contained in its report are references to the bottleneck created on the roadway system due to fewer north/south corridors running through Palm Beach County.

A study submitted to the committee by the engineering firm, Keith and Schnars, P.A., (Section C. of this report), contains two maps which graphically depict the existing highway system with

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potential and existing capacity levels. The area in Palm Beach County which narrows to a nine mile wide land mass contains only 8 northbound lanes for evacuation from a total of 19 northbound lanes coming from the south. At this critical juncture, over 3,600,000 people live below this point of reference.

Statistics conclude that State Road 7/US 441 should be a funding priority based on its V/C ratio and safety ratio. The Palm Beach County Metropolitan Planning Organization recently listed State Road 7 as #1 on its unfunded priority list. When compared to other funded priority segments, State Road 7/US 441 actually leads in all accident categories.

Today, State Road 7/US 441 is home to slow moving farm vehicles, commuter traffic, bicyclists and semi-trucks. What makes it an unusual and significant artery is the daily role it plays as a major roadway for evacuation of people from south Florida.

Data concludes that capacity levels, safety, and mobility are key factors in evaluating the need for improvement and widening of State Road 7/US 441. Accelerated funding would reduce accidents and deaths, reduce congestion and lower costs of commercial transport. It would reduce the compounded risk of a massive roadway log jam and fatalities during a mass evacuation.

The urgency and critical importance of State Road 7/US 441 as an evacuation route, where the bottleneck was proven to occur during

Hurricane Andrew, demands attention from the Federal government. When the most recent natural disaster is rated as the worst in United States history, a response by earmarking funds is clearly an unquestionable response.

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Mr. CARR. Thank you very much.

We would ask that you take the criteria that you see in front of you and amend your excellent presentation here to answer those questions.

Do you have any questions, Mr. Wolf.

Mr. WOLF. Just one. What do you mean by "conceptual approval"?

Mr. UNRUH. Mr. Foster is here.

Mr. FOSTER. I can expand on that, Mr. Wolf.

This past Tuesday, during our regular BCC meeting, it was the consensus of the board that after approval by the State Legislature to allow us to get ahead and implement a local six cents tax without referendum, we, among ourselves, agreed that we would do that. And it is simply preparing an agenda item to bring that forward to us, but we have all intentions of passing that as soon as possible. And we would hope that would be implemented by January 1st.

Mr. WOLF. I have no further questions.

Mr. CARR. Mr. Foglietta.

Mr. FOGLIETTA. I have no questions.

Mr. CARR. Thank you very much for being here. I appreciate it. We will take a short recess for this vote.

[Recess.]

THURSDAY, MAY 6, 1993.

MUNCIE BY-PASS TO I-69 (DELAWARE COUNTY, INDIANA)

WITNESSES

HON. PHIL SHARP, REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA

ROBERT DONATI, PRESIDENT, DELAWARE COUNTY COMMISSIONERS

DAVID DOMINICK, MAYOR, MUNCIE, INDIANA

WILLIAM SHROYER, PRESIDENT, MUNCIE CITY COUNCIL

MARY SISSEL, CHAIRPERSON, BOARD OF DIRECTORS, MUNCIE/DELAWARE COUNTY CHAMBER OF COMMERCE

ROSS SLOAN, EXECUTIVE DIRECTOR, CHAMBER OF COMMERCE, MUNCIE, INDIANA

TED BOWMAN, DELAWARE COUNTY COUNCIL

Mr. CARR. We will start up again.

Congressman Kopetski was to testify right now but he also has a scheduled conflict at 3:00. He indicated he would submit his testimony for the record.

Our next witness, Congressman Sharp.

I will allow you to make the introductions, Phil.

Mr. SHARP. Mr. Chairman, Mr. Wolf, thank you very much for your time and attention to this. We know there are many demands on your time and I appreciate your hearing from us.

Your committee has been very helpful to us in the last two years in getting this project started. It is a very important one for economic development, because as you are more aware than the vast majority of this people in this community, access to the interstate system in today's world is the key to development to so many of our communities.

In this case, we are making a single-lane highway that feeds into the interstate system, a dual-lane highway that is needed for safety, and to carry the traffic, and it is needed for economic development. And, I might say, while we have here today people representing the key city of Muncie and Delaware County surrounding it, through which the road goes, in reality, several counties will be well-served.

The highest unemployment county is the neighboring Randolph County and above it Jay County, which has a very high unemployment rate. And just south, which the project will also feed, is New Castle and Henry County, which for a number of years been one of our higher unemployment areas.

So many people in our area see this as an important project.

We know there is lots of work for us to do in many ways to improve our economy. This is a piece of it. This project has been authorized and you folks in the past have appropriated.

We know you are instituting new criteria. As I have told you, I think it is critically important that you do so. We try to cooperate in that, and the discipline has to be brought on all of us and the whole system, but we certainly hope that we will provide additional information and try to meet your criteria. We would, obviously, hope you will look very favorably on continuing to assist.

With that, let me introduce the folks that we have with us.

On my right is Mr. Bob Donati. He is the President of the County Commissioners in Delaware County, and he is going to address you. The Mayor of Muncie, Mr. Dominick, is our distinguished Mayor.

We have Russ Sloan, who is Executive Director of the Chamber of Commerce. Mary Sissel who is on the Board of Director. Ted Bowman, who is on the City Council; and my good friend Bill Shroyer, representing bipartisan, a broad range of interests and concern.

We struggle there, like everywhere, to get people to work together. I am pleased they are working together.

With that, I would like to introduce Mr. Donati to the committee.

Mr. CARR. Welcome.

Mr. DONATI. Thank you, Mr. Sharp.

Chairman Carr and Members of the committee, we come before you to request your continued support of four-laning an eight-mile segment of Highway 67, which is a major access road connecting Muncie, the southern portion of Indiana, or Delaware County, plus a number of cities and towns to the Northeast.

Mr. Chairman, we feel it is very important for you and the committee to know that Delaware County and Muncie are among the better examples in America of creating major public-private partnerships to help ourselves.

In April of 1983, Muncie ranked third in the State in unemployment. We had lost 5,000 jobs, and even more in population and our local economic situation was grim.

At that point of desperation, a very creative partnership was born between local government, the Chamber, and Ball State University, for which $4.7 million was raised to create jobs through local business expansion and new business recruitment.

This program was called Horizon 1991 and it was a remarkable success. From the dark days of 1983, we have climbed to record employment in 1990 and ranked as high as second in the Nation in percentage of job growth during 1990.

In 1991, our Chamber raised another $1,759,000 in private sector pledges to match $1,500,000 of public economic development income tax monies to further help ourselves in our jobs creation program called Horizon 1996.

Our economic development income tax plan called "EDIT" has been recognized and honored by the Association of Indiana Counties and the Indiana State Chamber for its unique creativity in creating jobs, improving our economy and helping meet major infrastructure upgrading.

The key area of our city and county that has lagged behind the growth of our other areas, is the southern part of our city and county serviced by Highway 67. For several years, the highest priority of the city, county, the Chamber and our south-side neighborhoods has been four-laning Highway 67.

This is the corridor that also serves our largest industrial park. What may be of added interest to you is that 67 is the major highway which now serves the new national competition site, headquarters and museum of the Academy of Model Aeronautics.

They purchased 926 acres southeast of Muncie to build their new complex. The new headquarters and accompanying national and international competitions could well become the second most highly attended event of the out-of-state people in Indiana, surpassed only by the Indy 500.

Each year from all over America and the world, thousands of model contestants and fans will travel to Muncie using Highway 67 which we desperately need to have expanded to four lanes.

The northern part of Muncie is served by Highway 332, a four-lane rapid access way form I–69 which has economically flourished. The south side of Muncie, where the bulk of our industrial and manufacturing base is located, is served by Highway 67 and is hampered in its continued growth and further development.

Since we last testified here two years ago, your continued funding of this project has helped us recruit the Nation's fifth largest trucking firm, Burlington Truck Lines, whose corporate offices are on Highway 67. We are also very excited about other projects tied to Highway 67, which may come on line in the very near future which could mean substantial job growth and private sector investment.

Our delegation feels it is also very important to point out to you that in 1991, we had a major accident involving hazardous waste on Highway 67 which closed this vital link to Muncie for over a month.

Most people feel that not only could it probably have been averted if Highway 67 was four-laned, but most certainly the entire access would not have been closed had we had four lanes instead of two.

Chairman Carr, the people of Delaware County are deeply appreciative of your efforts and of the efforts of Congressman Phil Sharp from Indiana's Second District for his continued assistance on this project. We are also greatly appreciative of the funding we have received thus far.

It has helped us immeasurably in recruiting the national headquarters of the 200,000-member Academy of Model Aeronautics, the Nation's fifth largest trucking firm as well as aiding our major expansion to our convention center and new children's museum.

Muncie is not only the hub of East Central Indiana, but we are also home to 20,000 students at Ball State University, 84 percent of whom are from outside of Delaware County.

Four-laning Highway 67 is vital to us for economic development, safety and convenience. We are deeply appreciative of critical funding of the $12.4 for preconstruction costs and we respectfully urge your continued funding toward the completion of this major artery to Muncie and our neighbors to the North.

Indiana is the "crossroads of America" and Muncie is the geographic hub of East Central Indiana.

Our city and county is representative of what we have witnessed across America in that economic development and job growth usually follows good roads, rails and waterways.

We have invested substantial local dollars via 26 public-private formal partnerships to help ourselves and we solicit your continued partnership in highway funding to complete this vital transportation artery.

[The prepared statements of Hon. Sharp and Mr. Donati follow:]

PHIL SHARP
2D DISTRICT INDIANA

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Congreſs of the United States
House of Representatives
Washington, DC 20515-1402

TESTIMONY BY
THE HONORABLE PHIL SHARP
BEFORE THE SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES
OF THE HOUSE APPROPRIATIONS COMMITTEE
MAY 6, 1993

Mr. Chairman, and the distinguished members of the Transportation Subcommittee, I want to thank you for your past support of the highway demonstration project in Delaware County, Indiana, on the outskirts of Muncie. This project intends to link, by widening to four lanes, the Muncie By-pass to I-69, approximately 8.5 miles away.

Today, along with an impressive list of local officials and community leaders, I am asking for your continued support for this important project. The local leaders present are: Mr. Robert Donati, President, Delaware County Commissioners; the Honorable David Dominick, Mayor of the City of Muncie; Mr. William Shroyer, President of the Muncie City Council; Mr. Ted Bowman, President, Delaware County Council; Ms. Mary Sissel, Chairperson of the Board of Directors, Muncie-Delaware County Chamber of Commerce, and Mr. Russ Sloan, Executive Director, Muncie-Delaware County Chamber of Commerce.

Studies have shown that this segment of S.R. 67, a two-lane principal arterial, is not sufficient to handle an increasing volume of traffic, particularly since it provides the most direct route between Muncie, a community of more than 70,000, and Indianapolis via the interstate system.

Muncie is expected to see a considerable hike in visitors in the coming years. Ball State University, one of Indiana's largest state universities with an enrollment of 19,000, attracts thousands of visitors through its educational, cultural, and sporting events throughout the year. The Academy of Model Aeronautics moved its national headquarters to Muncie last year; it has been estimated that the facility will be attracting more than 100,000 visitors annually. Other attractions, including the Minnetrista Cultural Center, will draw more.

Data provided to the Indiana Department of Transportation (INDOT) predict an increased volume of 54% over the next twenty-five years. The percentage of heavy vehicles as part of that traffic flow is also expected to increase significantly.

Aggressive local efforts to bring new hobby organizations and their events to the area are being well received; there is great hope in the community that more organizations will be coming to Delaware County and Muncie. Plans to expand convention facilities

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in downtown Muncie will also place more stress on the local transportation system.

Many of Muncie's manufacturing facilities are located near the by-pass and S.R. 67, including one of Muncie's key industrial parks. Improvements to this stretch of roadway would enhance the flow of goods between Muncie and neighboring Anderson from their complementary automotive plants.

Widening S.R. 67 would offer great promise to southwestern Muncie and to southside neighborhoods in Muncie. Economic development studies have pointed to the absence of a four-lane thoroughfare to the interstate as a competitive liability for the area. S.R. 67 and the Muncie By-Pass serve as a connector to economically hard-pressed communities to the east in Randolph and Jay Counties.

The prospect of this project has heightened local optimism for new jobs for residents of Delaware County, Muncie, Daleville, and other parts of East Central Indiana. In recent months, an increased number of business concerns have expressed an interest in locating operations on this segment of S.R. 67.

Improved traffic safety is another major reason for improving S.R. 67. During the period between 1987-1990, there were 139 reported accidents, including three involving fatalities. Since a majority of these accidents were either rear end, off road, right angle, or head on types, the widening of the road and the construction of a median would give motorists more opportunity to avoid accidents.

On the issue of traffic safety, it must also be noted that two years ago, a tanker truck overturned on a curve on S.R. 67, spilling its cargo of gasoline. State health officials were concerned that the water wells in the area might become contaminated. Consequently, a segment of S.R. 67 was closed for more than a month, while contaminated soil was removed.

System continuity is a third reason for this project. A four-lane, divided highway would provide cross section continuity between I-69 and the Muncie By-Pass, which are both four-lane, divided roadways.

As you can tell from the list of local community leaders who have traveled to Washington to seek additional federal support, the widening of S.R. 67 enjoys tremendous local support --- from all elements of the political spectrum. County government strongly supports it; Muncie and all communities touched by this project are firmly behind its prompt construction.

The Indiana Department of Transportation (INDOT) lists this project on its Highway Improvement Plan and is committed to its completion. During the past year, a comprehensive "scoping" report was completed as part of the planning process. The report described in great detail, the conditions along S.R. 67 and outlined a number of potential approaches for development. A local public hearing was conducted by INDOT, attracting little public opposition. Surveying of the right-of-way is taking place.

Officials from Delaware County, Muncie, the Chamber of Commerce, and INDOT have also been working to implement some of the recommendations of a special "Gateways" study, prepared by Ball State University's College of Architecture and Planning. By using uniform signage, landscaping, and other techniques, motorists should have greater ease in accessing the area. This plan should also help local officials balance the demands of commercial development on S.R. 67 along with their concern for maintaining the corridor's pleasant rural character.

The widening of S.R. 67 has been authorized in the recently enacted Federal Highway Improvement legislation, and this project has been designated funds for planning and construction by this committee. Over the last three years, $12.4 million in demonstration funds have been earmarked for the project, along with approximately $10 million in ISTEA demonstration monies applied by state highway officials. The local funding match is being met.

To help complete this key project, I respectfully request the committee's support for $5.575 million to help complete this project. As in the past, I request that this project be funded without reducing the State of Indiana's allocation of highway funds.

The citizens of East Central Indiana and I appreciate the Committee's past support. Please let me know if you have any questions, and I would be happy to try to answer them.

Thank you.

TESTIMONY OF ROBERT DONATI, PRESIDENT
DELAWARE COUNTY (IN) BOARD OF COMMISSIONERS
BEFORE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

CHAIRMAN CARR, MEMBERS OF THE COMMITTEE, MY NAME IS BOB DONATI. I AM CURRENTLY SERVING AS PRESIDENT OF THE COUNTY COMMISSIONERS OF DELAWARE COUNTY, INDIANA. JOINING ME TODAY IN OUR DELEGATION IS THE PRESIDENT OF OUR COUNTY COUNCIL, MR. TED BOWMAN; THE MAYOR OF MUNCIE, OUR LARGEST CITY AND HOME OF BALL STATE UNIVERSITY, MR. DAVID DOMINICK; MUNCIE CITY COUNCIL PRESIDENT, MR. BILL SHROYER; MARY SISSEL, CHAIRMAN OF THE BOARD OF OUR CHAMBER OF COMMERCE; RUSS SLOAN, PRESIDENT OF OUR CHAMBER OF COMMERCE; AND MR. BRIAN FRANCISCO FROM THE MUNCIE STAR NEWSPAPER.

WE COME BEFORE YOU TODAY TO REQUEST YOUR CONTINUED SUPPORT OF FOUR-LANING HIGHWAY 67 WHICH IS A MAJOR ACCESS ROAD CONNECTING MUNCIE, THE SOUTHERN PORTION OF OUR COUNTY, PLUS A NUMBER OF CITIES AND TOWNS TO THE NORTHEAST.

MR. CHAIRMAN, WE FEEL IT IS VERY IMPORTANT FOR YOU AND THE COMMITTEE TO KNOW THAT DELAWARE COUNTY AND MUNCIE ARE AMONG THE BETTER EXAMPLES IN AMERICA OF CREATING MAJOR PUBLIC/PRIVATE PARTNERSHIPS TO HELP OURSELVES.

IN APRIL OF 1983, MUNCIE RANKED THIRD IN THE STATE IN UNEMPLOYMENT. WE HAD LOST FIVE THOUSAND (5,000) JOBS AND EVEN MORE IN POPULATION AND OUR LOCAL ECONOMIC SITUATION WAS GRIM.

AT THAT POINT OF DESPERATION, A VERY CREATIVE PARTNERSHIP WAS BORN BETWEEN LOCAL GOVERNMENT, THE CHAMBER AND BALL STATE UNIVERSITY IN WHICH FOUR POINT SEVEN ($4.7) MILLION DOLLARS WAS RAISED TO CREATE JOBS THROUGH LOCAL BUSINESS EXPANSION AND NEW BUSINESS RECRUITMENT.

THIS PROGRAM WAS CALLED HORIZON '91 AND IT WAS A REMARKABLE SUCCESS. FROM THE DARK DAYS OF '83 WE'VE CLIMBED TO RECORD EMPLOYMENT IN 1990 AND RANKED AS HIGH AS SECOND IN THE NATION IN PERCENTAGE OF JOB GROWTH DURING 1990.

IN 1991, OUR CHAMBER RAISED ANOTHER ONE MILLION, SEVEN HUNDRED FIFTY-NINE THOUSAND DOLLARS ($1,759,000) IN PRIVATE SECTOR PLEDGES TO MATCH ONE MILLION, FIVE HUNDRED THOUSAND DOLLARS ($1,500,000) OF PUBLIC ECONOMIC DEVELOPMENT INCOME TAX MONIES TO FURTHER HELP OURSELVES IN OUR JOBS CREATION PROGRAM CALLED HORIZON '96.

OUR ECONOMIC DEVELOPMENT INCOME TAX PLAN CALLED "EDIT" HAS BEEN RECOGNIZED AND HONORED BY THE ASSOCIATION OF INDIANA COUNTIES AND THE INDIANA STATE CHAMBER FOR ITS UNIQUE CREATIVITY IN CREATING JOBS, IMPROVING OUR ECONOMY AND HELPING MEET MAJOR INFRASTRUCTURE UPGRADING.

THE KEY AREA OF OUR CITY AND COUNTY THAT HAS LAGGED BEHIND THE GROWTH OF OUR OTHER AREAS, IS THE SOUTHERN PART OF OUR CITY AND COUNTY SERVED BY HIGHWAY 67. FOR SEVERAL YEARS, THE HIGHEST PRIORITY OF THE CITY, COUNTY, THE CHAMBER AND OUR SOUTHSIDE NEIGHBORHOODS HAS BEEN FOUR-LANING HIGHWAY 67. THIS IS THE ARTERY THAT ALSO SERVES OUR LARGEST INDUSTRIAL PARK. WHAT MAY BE OF ADDED INTEREST TO YOU IS THAT 67 IS THE MAJOR HIGHWAY WHICH NOW SERVES THE NEW NATIONAL COMPETITION SITE, HEADQUARTERS AND MUSEUM OF THE ACADEMY OF MODEL AERONAUTICS.

THEY PURCHASED NINE HUNDRED TWENTY-SIX (926) ACRES SOUTHEAST OF MUNCIE TO BUILD THEIR NEW COMPLEX. THE NEW HEADQUARTERS AND ACCOMPANYING NATIONAL AND INTERNATIONAL COMPETITIONS COULD WELL BECOME THE SECOND MOST HIGHLY ATTENDED EVENT OF OUT-OF-STATE PEOPLE IN INDIANA, SURPASSED ONLY BY THE INDY 500.

EACH YEAR FROM ALL OVER AMERICA AND THE WORLD, THOUSANDS OF MODEL CONTESTANTS AND FANS WILL TRAVEL TO MUNCIE USING HIGHWAY 67 WHICH WE DESPERATELY NEED TO HAVE EXPANDED TO FOUR LANES.

THE NORTHERN PART OF MUNCIE IS SERVED BY HIGHWAY 332, A FOUR-LANE RAPID ACCESSWAY FROM I-69 WHICH HAS ECONOMICALLY FLOURISHED. THE SOUTH SIDE OF MUNCIE, WHERE THE BULK OF OUR INDUSTRIAL AND MANUFACTURING BASE IS LOCATED, IS SERVED BY HIGHWAY 67 AND IS HAMPERED IN ITS CONTINUED GROWTH AND FURTHER DEVELOPMENT.

SINCE WE LAST TESTIFIED HERE TWO YEARS AGO, YOUR CONTINUED FUNDING OF THIS PROJECT HAS HELPED US RECRUIT THE NATION'S FIFTH LARGEST TRUCKING FIRM, BURLINGTON TRUCK LINES, WHOSE CORPORATE OFFICES ARE ON HIGHWAY 67. WE'RE ALSO VERY EXCITED ABOUT OTHER PROJECTS TIED TO HIGHWAY 67 WHICH MAY COME ON LINE VERY SOON WHICH COULD MEAN SUBSTANTIAL JOB GROWTH AND PRIVATE SECTOR INVESTMENT.

OUR DELEGATION FEELS IT'S ALSO VERY IMPORTANT TO POINT OUT TO YOU THAT IN 1991 WE HAD A MAJOR ACCIDENT INVOLVING HAZARDOUS WASTE ON HIGHWAY 67 WHICH CLOSED THIS VITAL LINK TO MUNCIE FOR OVER A MONTH.

MOST PEOPLE FEEL THAT NOT ONLY COULD IT PROBABLY HAVE BEEN AVERTED IF HIGHWAY 67 WAS FOUR-LANED, BUT MOST CERTAINLY THE ENTIRE ACCESS WOULD NOT HAVE BEEN CLOSED HAD WE HAD FOUR LANES INSTEAD OF JUST TWO.

CHAIRMAN CARR, THE PEOPLE OF DELAWARE COUNTY ARE DEEPLY APPRECIATIVE OF THE EFFORTS OF CONGRESSMAN PHIL SHARP FROM INDIANA'S SECOND DISTRICT FOR HIS CONTINUED ASSISTANCE ON THIS PROJECT. WE ARE ALSO GREATLY APPRECIATIVE OF THE FUNDING WE HAVE RECEIVED THUS FAR.

IT HAS HELPED US IMMEASURABLY IN RECRUITING THE NATIONAL HEADQUARTERS OF THE TWO HUNDRED THOUSAND-MEMBER ACADEMY OF MODEL AERONAUTICS, THE NATION'S FIFTH LARGEST TRUCKING FIRM AS WELL AS AIDING OUR MAJOR EXPANSION TO OUR CONVENTION CENTER AND NEW CHILDREN'S MUSEUM.

MUNCIE IS NOT ONLY THE HUB OF EAST CENTRAL INDIANA, BUT WE ARE ALSO HOME TO TWENTY THOUSAND (20,000) STUDENTS AT BALL STATE UNIVERSITY, 84% OF WHOM ARE FROM OUTSIDE OF DELAWARE COUNTY.

FOUR-LANING HIGHWAY 67 IS VITAL TO US FOR ECONOMIC DEVELOPMENT, SAFETY AND CONVENIENCE. WE ARE DEEPLY APPRECIATIVE OF CRITICAL FUNDING OF THE TWELVE POINT FOUR MILLION DOLLARS ($12.4) FOR PRECONSTRUCTION COSTS AND WE RESPECTFULLY URGE YOUR CONTINUED FUNDING TOWARD THE COMPLETION OF THIS MAJOR ARTERY TO MUNCIE AND OUR NEIGHBORS TO THE NORTH.

INDIANA IS THE "CROSSROADS OF AMERICA" AND MUNCIE IS THE GEOGRAPHIC HUB OF EAST CENTRAL INDIANA.

OUR CITY AND COUNTY IS REPRESENTATIVE OF WHAT WE'VE WITNESSED ACROSS AMERICA IN THAT ECONOMIC DEVELOPMENT AND JOB GROWTH USUALLY FOLLOWS GOOD ROADS, RAILS AND WATERWAYS.

WE HAVE INVESTED SUBSTANTIAL LOCAL DOLLARS VIA TWENTY-SIX (26) PUBLIC-PRIVATE FORMAL PARTNERSHIPS TO HELP OURSELVES AND WE SOLICIT YOUR CONTINUED PARTNERSHIP IN HIGHWAY FUNDING TO COMPLETE THIS VITAL TRANSPORTATION ARTERY.

Mr. CARR. Thank you very much.

I am kind of curious, looking at a map and the routing of the alignment of I–69, and it just occurs to me that Muncie lost out many years ago.

Is there a history as to why I–69 would sort of choose to nudge up against Marion? It really doesn't do a good job there. Really, Muncie is on the way to Indianapolis. Does anybody know the history of that?

Mr. SHARP. We didn't have your help back then, Mr. Chairman, we needed. I don't know that any of us were actively involved.

Mr. CARR. I am sure Muncie would have been represented in the State Legislature.

Mr. SHARP. Those were made by the previous generation.

Mr. CARR. It really——

Mr. SLOAN. It did hurt Marion, ourselves.

Mr. CARR. What is the population of Muncie?

Mr. SLOAN. 70,000 in the city 120,000 in the county.

Mr. CARR. How many in Anderson?

Mr. SLOAN. Anderson is about 60,000 in the city.

Mr. CARR. You are not very far apart, are you?

Mr. SLOAN. No.

Mr. CARR. How many miles, it looks about 20 miles?

Mr. SLOAN. About that.

Mr. CARR. City center to city center?

Mr. SLOAN. Right.

Mr. CARR. My guess there is a lot of the development between the two; is that right?

Mr. SLOAN. The whole corridor from Indianapolis up through the I–69—I–67 corridor is hot.

Mr. SHARP. You can see the bypass that was built some years ago going around the east side of the city, and this makes that bypass. It now allows the traffic to speed right or will down 67 into the Indianapolis markets, for business, social and other reasons, and that really connects the link. That makes it relevant to the neighboring counties where they suffered far greater than we have from the lack of transportation access.

Mr. CARR. And how much are you asking for again?

Mr. SLOAN. Roughly, $5.6 million.

Mr. CARR. And that will do what?

Mr. SHARP. Well, it will complete all the requirements so they can be ready to go to construction. I think a portion of that actually will go into the construction pot. We will try to give you a better assessment after the State Highway Commission has given us better figures.

Mr. CARR. Mr. Wolf.

Mr. WOLF. I just have one question.

I hope you haven't overinflated the Academy of Model Aeronautics. That is in the area near where I live in Reston, and the visitations there were really not that high. And in reading this, and knowing what I know about it, this seems so far off.

Mr. SLOAN. No. The difference the Reston——

Mr. WOLF. I understand that it didn't have the facility for it, but I have been at them and I don't think you are going to attract that many people to come there. I think from my sense of the visitations, and with a field, this is an overstatement of what I think the need will be. You base so much of it on this, which really makes me question whether or not the whole thing is accurate.

Mr. SLOAN. Let me clarify that, because I was at Reston, at their headquarters, and there was no museum.

Mr. WOLF. It was there.

Mr. SLOAN. It was a drop in the bucket, because they have most of the aircraft stored. The expected site—this is an organization of 200,000 members that spends a good part of each year hunting out across America, where they are going to have their competition, that never had the luxury of a permanent site, first class, to market from year to year to year. Now the big plane show at Oshkosh draws 750,000 people. It doesn't start off with 750,000 people.

They are going to have the finest model flying site in the world, plus a full-blown museum and their headquarters. They are going to have the regionals, internationals, and nationals. But the site also serves the potential for the hobby groups of model cars and model boats.

Neither one of them have strong organizations and have kind of grown up under the semi-umbrella of the model airplanes because of the radio-controlled frequencies. We are recruiting other model hobby groups. We already have two that probably will move to Muncie very shortly.

But when you look at being able to market a permanent site year after year, with regionals, nationals and on occasion, internationals, when we say that it is going to be the second most highly attended event of the out-of-state people of anything else in Indiana, with the exception of the Indy 500, that is a very true assessment.

Mr. SHARP. I think, Mr. Wolf, too, while that is a factor here, we have always seen it central to the industrial base and other elements, because we ship a lot of auto parts out of there. And while some of them go up to Mr. Carr's State, they actually go in all different directions.

Mr. WOLF. I understand and that is why, you know, history will show if you are right. So much of this is based on that. And looking at the number of visitations that have been out there, I have been out there a number of times, I knew the man who was the executive director, this would appear to be an inflation.

Mr. SLOAN. Well, you can——

Mr. WOLF. I understand that we are out of money, so we can't just give everything to something that is going to happen some day, and other areas people can't even get back and forth to work.

Mr. SLOAN. It is already there. Competition is there.

Mr. WOLF. I understand, but everything was built. There are people in Southern California that have to get car phones because they can't get into work. It takes them two and a half hours to get to work. So you look at things in a priority. And based on what I know, we will see what happens 5 to 10 years from now.

We shall see. Maybe we can ask you. I don't know how you bond Congress in the future. Why don't you submit it for the record ten years from now and let me know where we are.

I have no further questions.

Mr. CARR. Thank you.

Thank you very much for being here.

Mr. Sharp. Thank you very much, Mr. Chairman, I appreciate your time.

Thursday, May 6, 1993.

GREENVILLE ROAD PROJECT

WITNESS

HON. BILL BAKER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. Carr. Our next witness is Congressman Baker from California.

Mr. Baker. Thank you very much, Mr. Chairman.

Mr. Carr. Welcome to the committee.

Your statement will be made part of the record.

I ask you to summarize.

Mr. Baker. You bet.

For seven years, I was Vice Chairman of Ways and Means, which is a combination of Ways and Means Appropriations here, so I have heard all the sad stories I care to hear and I don't care to hear another.

The City of Livermore, however, does have the Livermore National Laboratory with 10,000 employees. It is also the home of high-tech companies which have developed as a result of the lab being there.

We hope as defense industries are cut back in California and as we shift to the private sector, the Department of Energy, which manages the lab, will bring that lab into the private sector and encourage research energy, using such innovative technologies as laser technology and, of course, nuclear energy.

First, the Union Pacific Railroad underpass needs to be improved to ensure safe traffic flow. And second Greenville Road is currently a two-lane road which needs to be widened to four lanes.

The lab employee traffic is 90 to 95 percent of this transportation use, as it goes between I–580 and the laboratory. We are in Phase 2 of this project. And as you can see from the only handout I gave you, rather than a flip chart, a three-phase rocket explanation of the plan.

Phase 1, $1.8 million has already been spent from East Avenue to Patterson Avenue road in an effort to construct the widening of that area. And then the area from Patterson onto National Drive, where the laboratory is, we designed, and the right-of-way purchase was made.

So the second phase is what I am asking for, which is $4.065 million. Thus phase will widen Patterson Road to National Drive, on Greenville Road, and then a third phase would be National Drive to Los Spedos road, design and construction of 2.2 in the future.

This road has been reclassified by the Metropolitan Transportation Commission as regional artery for Alameda County. It will be eligible for ISTEA programs this year.

The entire reason we are requesting funding, is because our national laboratory is acting upon the city. The city is willing to spend 20 percent of these funds out of their own funds.

They are 100 percent behind this project and have supported it from its inception. We are in Phase 2 after spending $1.8 million of the Department of the Energy's money to improve the road and widen it. We would like to finish the project.

[The prepared statement of Hon. Baker of California follows:]

TESTIMONY BEFORE THE HOUSE SUBCOMMITTEE ON TRANSPORTATION APPROPRIATIONS

MAY 6, 1993

REPRESENTATIVE BILL BAKER, 10TH DISTRICT OF CALIFORNIA

Good morning Mr. Chairman, and members of the Subcommittee. On behalf of the Tenth District of California, which comprises eastern Contra Costa and Alameda counties, I am here today to request your support for a project that is urgently needed in my district.

The City of Livermore in Alameda County is home to the Lawrence Livermore National Laboratory which is operated by the Department of Energy (DOE). It is also the home of high-tech companies which have developed as a result of this nuclear weapons laboratory. I am working hard to convert Livermore Lab, which currently employs 8,000 people, to civilian use through my committee assignment on Science, Space and Technology. I see wonderful opportunities for utilizing the brain trust at the Labs for new, innovative technologies, such as environmental restoration and laser technology.

To help illustrate Livermore's needs, I want to point out that the Lab's entrance on the east side is bordered by Greenville Road, and would respectfully suggest that two different transportation improvements need to be made on Greenville Road. First, The Union Pacific Railroad underpass needs to be improved to ensure safe traffic flow. Second, Greenville Road is currently a two lane road which needs to be widened to four lanes. It is worth noting that Laboratory employee traffic comprises 90-95% of traffic on this road. Thus far, only limited funds have been obtained from the Department of Energy to pay for transportation improvements on Greenville Road. Of the $1.8 million provided by DOE, $800,000 has been used to improve the east gate entrance on Greenville Road, and $1 million is currently being used by the City of Livermore for purposes of design improvement of the Union Pacific Railroad underpass.

However, there is no federal requirement that DOE pay for transportation improvements in cities where DOE facilities are located, and DOE has not indicated a willingness to provide further funding for transportation improvements in the vicinity of the Labs.

Given that it intersects with I-580, Greenville Road has recently been reclassified by the Metropolitan Transportation Commission as a Regional Artery for Alameda County, which means it will be eligible in 1993 for ISTEA funds through the Surface Transportation Program. The improvement of Greenville Road is also key to the development of the BART rail line, which is scheduled to extend to Livermore by 1995. This regional arterial is expected to be placed on California's State Transportation Improvement Plan, but will not be eligible for ISTEA funds for several years.

The improvements on Greenville Road are too important to wait this long. A total of $6.3 million is needed to improve Greenville Road, of which $4 million is needed for fiscal 1994. This funding will be used to widen the Union Pacific Railroad underpass just north of the Laboratory on Greenville Road, which is also one mile from the I-580 interchange in Livermore where the BART rail line will be located. The project is ready to go and no funding will be needed for environmental work, design, or right-of-way acquisition.

Mr. Chairman, I hope that you will see the merits of the Greenville Road Project, and support funding for this worthy project in the fiscal 1994 Transportation Appropriations bill.

I thank you for the opportunity to testify before your subcommittee today.

Mr. CARR. Well, thank you for your testimony.

This is an aside, what is the talk out in Livermore about the future of the lab; there has been some discussion about government laboratories?

Mr. BAKER. Fortunately, Chairman Brown is a Californian. He is supportive of the Livermore lab and the San Deale lab, which is going under new management.

They are bidding right now. The combination is 11,500 employees. They are both at the same site.

Mr. CARR. Does the University of California still operate the lab?

Mr. BAKER. Yes. The budget took them down 400 employees, which means out of 10,000, they are going down four percent. We are working as fast as we can to get them into the private sector and trade those away from defense spending.

It was originally started by Dr. Teller as a weapons lab. For many years they have been primarily an energy lab.

Mr. CARR. In the reapportionment is this new?

Mr. BAKER. I am in a new district. My surrounding Congressmen are Miller, Dellums and Stark.

Mr. CARR. Didn't Don Edwards have Livermore?

Mr. BAKER. No, Mr. Stark had it.

Mr. CARR. Mr. Wolf.

Mr. WOLF. No questions.

Mr. CARR. Okay.

Thank you.

Mr. BAKER. Thank you very much, Mr. Chairman. Thank you for your time.

Mr. CARR. We appreciate your brevity.

THURSDAY, MAY 6, 1993.

KEY WEST INTERMODAL TERMINAL

WITNESSES

HON. PETER DEUTSCH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

JOE PAIS, COMMISSIONER, KEY WEST, FLORIDA

RAY ARCHER, DIRECTOR, ENGINEERING AND FACILITIES, KEY WEST, FLORIDA

VIRGINIA PANCEA, DIRECTOR, CHAMBER OF COMMERCE, KEY WEST, FLORIDA

Mr. CARR. Welcome.

You have some guests to introduce?

Mr. DEUTSCH. Yes, I do.

Mr. CARR. Very well.

Mr. DEUTSCH. Thank you, Mr. Chairman.

With me today are Commissioner Joe Pais, who is City Commissioner in the City of Key West. Also, Ray Archer is the Director of City Department of Engineering; and Virginia Pancea who is the Director of the Chamber of Commerce for Key West.

We are here requesting $1.68 million for preliminary engineering and final design and land acquisition for an intermodal terminal.

I am going to submit my testimony for the record.

When you look at this proposal I think on the criteria that are established it has some very, very strong points and I am not sure there is probably a project in the country that would meet that criteria as well. I will go through them very quickly.

First, the transportation problem in Key West itself is somewhat unique. I encourage all of you, if you haven't been to Key West, if it is not the nicest place in the country, I am not aware of anyplace that is nicer, but it also has a serious transportation problem.

It is an island. Relatively small island; about 40,000 people. Traffic is a horrendous problem. Believe it or not, there is traffic, commuter traffic in Key West.

There are no highways, except for the highway to get down there, which really isn't a highway, it is a road. And over 2 million visitors a year come to Key West, a large number that come by either cruise ship or by plane, who add additional traffic concerns. There is no intermodal facility there and it is a problem just on that one basis.

The second issue in terms of a unique part of this project, is just Key West's geographical situation in terms of the Caribbean Basin, Cuba and Mexico, and the opportunities in terms of the criteria that you have set up, in terms of truck-to-ships, and using that as a terminal, which does not exist.

The third issue really is hurricane evacuation, which is a very serious issue. I know that you have had projects before in the State Road 7 project, about 300 miles away from here that, dealt with the hurricane. Well, if you think that is bad, it is a lot worse in Key West.

There literally is only one way to go, if there were to be a hurricane, northbound on a road, in many places, only two miles wide. In the best technology that we have today, the evacuation time could be only 12 hours, in the most optimistic estimate, you are talking about, probably, 24-hour evacuation.

What is probably the most appropriate evacuation out of Key West is potentially South. The only way to do that is through ship or plane. For the large, large number, really is ship, and that is a real potential that something like this would help expedite. It is a very serious problem.

There is a hospital in Key West, which literally does not have an evacuation plan right now, but for those people that live in Key West, it is a potential disaster. Hurricane Andrew, the eye of the storm was over 100 miles north of Key West.

Key West, it was in the course of my campaign that the hurricane occurred, so I was very interested in what was going on in the Keys during that period.

Mr. **Carr**. No cause and effect, I hope?

Mr. **Deutsch**. I hope not. Even though the eye of the storm was over 100 miles away, Key West did not have any telephone communication for over a week during that period of time, and that will give you a sense of the isolation. It truly is a unique place in the country.

Commissioner Pais.

Mr. **Pais**. Thank you, Congressman.

Mr. Chairman, the City of Key West is very anxious to improve our transit system, because 90 percent of the visitors, over 2 million of those people are driving in by automobile down a single highway. They are impacting our historic Old Town, and that is all we have as a tourist base, is our own community, the resources of that community and the water resources around us.

We need a transit terminal so that we can muster all of the transit resources that we have and develop new transit resources so we can protect our Old Town.

The city has invested 8.8 acres around this terminal point, by $18 million in a bond referendum. This terminal will ensure that all of that activity, and all the activity coming into our community, will be focused there, and transfers will be made on to public transportation.

As Congressman Deutsch says, we are also very concerned about hurricane and evacuation and relief efforts coming back into our community. This is a very important mode of transportation, that is why we are asking for the ferry terminals, the city will build the ferry terminals along with private industry.

We already have a number of firms that are very interested in helping us construct this pier. Our match is a 60–40 match, and I think that says a lot for our need and our desire to have some assistance in giving us a kick with this transit terminal.

Thank you.

Mr. CARR. Mr. Wolf, do you have any questions?

Mr. WOLF. I have no questions.

Mr. CARR. The testimony contemplates freight and passengers to Havana on high-speed ferries, making the trip in about three-and-a-half hours. Is this project then somewhat dependent on a change in the regime in Havana?

Mr. DEUTSCH. I don't believe it is. And if you want to speak directly to that in terms of the numbers?

Mr. PAIS. Let me just say, this project is not dependent on the opening of Cuba but we have to be very careful with the resources we have. Water resources is all we have. We have no major industry on this island. So we must remain as competitive as possible.

All we know is that last year $535 million of tourist monies went into Cuba. We believe something is going to happen there. We want to be in a position and we are ready to do that with our own private industry and our own city funds.

We will build that pier. We will build the transit terminal. What we need now is a piece of land, that we could not acquire in the middle of that 8.8 acre section of land that we bought, because it belonged to a different owner. We were able to buy out an estate of 8.8 acres.

There is a piece of land owned by the Chevron Company that has a pier on it, an older pier, and we would like to get that. It has just become available.

We have a park-and-ride across the street from this piece of property that is being planned. This is the place and this is the time to look forward, pick up this piece of property and start developing it, as well as get our immediate transit needs solved.

We have ecotourism problems in the Florida Keys. Our Congressman is aware of that and is a champion of our cause, and we would like to participate in that. We would like to be ahead of it. And we believe we have to stay on top of things that are happening within the Caribbean Basin.

Mr. CARR. The land you are seeking to acquire, is that, can you see this?

Mr. PAIS. Can I go to the map, sir?

Mr. CARR. Yes, would you describe it for us?

Mr. DEUTSCH. Mr. Chairman, if I could emphasize one of the things that the Commissioner is saying, is the commitment of the local community at this point. I mean both in the application or the proposal, they are talking about a 40 percent match.

They have already, just within the last about year or so, the city residents have voted an $18 million bond issue to acquire property that is included in this area.

Mr. PAIS. Starts from here, sir, 8.8 acres including this area here. The only piece we could not acquire at that time is right here.

Mr. CARR. So that is the land you want to acquire with Federal dollars?

Mr. PAIS. Yes.

Mr. CARR. That piece right there?

Mr. PAIS. On that. The city will build the terminal along with some private businesses.

Mr. CARR. Who is the owner?

Mr. PAIS. The owner now, I believe, is Standard Oil.

Mr. ARCHER. Standard Oil, Chevron.

Mr. PAIS. The property has been cleaned.

Mr. CARR. What do they do with it? What does Chevron do?

Mr. ARCHER. Chevron used to use that as their means of importing fuel, diesel fuel, gasoline and then distribute it throughout the Keys from there. It was tank storage facilities.

Now it is just a barren piece of a lot cleared out, cleaned and environmentally tested.

Mr. CARR. Has Chevron indicated a desire to sell the land?

Mr. PAIS. Yes, just recently. We have been in communication with Standard through the Trust for Public Land that helped us immediately acquire this property when it became available.

Mr. CARR. And has the land been appraised? Somebody done an appraisal on the land?

Mr. PAIS. I believe it has.

Mr. ARCHER. There has been an appraisal and we have come up with an appraisal. If you base it on what we have had to pay in the area, it is, I want to say, $1.4, $1.5 million.

I think, in fact, the reason why I say that is because that is what the number we have assigned to discussions is, because we hope to go in there and try to negotiate the price down. That is one of these things where we are negotiating out in public and these people try to step back and try to get everything they can for the property.

All indications that the numbers we are using is their appraisal price value.

Mr. CARR. Could you get a letter from Chevron to us indicating that they are willing to sell?

Mr. Pais. We will attempt to get you anything you need for the record, and as soon as possible.

[The prepared statements of Hon. Deutsch and Mr. Pais follows:]

TESTIMONY BY CONGRESSMAN PETER DEUTSCH IN SUPPORT OF AN INTERMODAL TERMINAL IN KEY WEST BEFORE THE HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE ON MAY 6, 1993

Thank you, Mr. Chairman, for this opportunity to testify in support of an intermodal terminal in Key West. I would like to introduce two representatives from the City who are with me today to help explain the project and help answer any questions you may have. They are Mr. Joe Pace, a Member of the Key West City Commission (which is the City Council), and Mr. Ray Archer, Director of the City's Department of Engineering and Facilities.

I strongly support the City's request for $1.68 million dollars for preliminary engineering, final design and land acquisition for an intermodal terminal.

I know, Mr. Chairman, that the time available to present our case is very limited, so I will make two brief points. First, an itermodal terminal in Key West will help solve a serious transportation problem, and second, it will position the City to take advantage of a unique opportunity to move people and goods to Tampa, Mexico, and particularly to Cuba.

Key West has a serious transportation problem. More than two million visitors crowd the small island each year. Many of them arrive by air, by boat and by bus. If they arrive by car, they find little parking available and at substantial cost. Both the residents and visitors to Key West, therefore, are dependent on a variety of public and private forms of transportation other than the automobile to move about the island. An intermodal terminal will substantially improve the mobility of residents and visitors by providing a focal point as they transfer from one mode of transportation to another.

A unique opportunity is presented by this request. Key West is strategically located only 90 miles from Havana. We know that it is a matter of months, or a very few years, before the Castro regime falls. This will open up a very large market for the United States and require facilites to efficiently move large numbers of goods and freight to Cuba. The lead time to design and construct an intermodal facility is at least two years. The request to this Subcommitee today is for help in getting started to place the transportation facilities in place which will help South Florida take advantage of a unique and very large business and employment opportunity.

Let me now ask with your permission, Mr. Chairman, for Joe Pais to make a brief statement.

TESTIMONY BY JOE PAIS KEY WEST CITY COMMISSIONER, IN SUPPORT OF THE CITY's REQUEST FOR FEDERAL FUNDS FOR AN INTERMODAL TERMINAL BEFORE THE HOUSE TRANSPORTATION APPROPRIATION SUBCOMMITTEE, MAY 6, 1993.

Thank you Mr. Chairman and Congressman Deutsch.

Congressman Deutsch has pointed out the transportation and international trade benefits of the intermodal terminal. I would like to highlight the economic and safety benefits and comment on the financing plan.

Tourism is the dominant economic base of Key West. An intermodal terminal will improve the ability of residents and visitors to move about our dense, congested city, thus improving the quality of life in Key West and the quality of the City as a major tourist destination. The competitive position of Key West as a tourist destination will be improved vis a vis other foreign Caribbean competitors.

As you know, Key West is threated by hurricanes. We mercifully were spared the destruction of Hurricane Andrew. Had Andrew stuck the Lower Keys, we would not have been able to evacute many residents up the only highway which is the two lane Route US 1. The evacution of Key West depends on our ability to load our residents and visitors on ships which will take them out of the hurricane's path. The construction of an intermodal terminal located at the deepest and most protected part of our harbor, and which is the focus of public and private transit systems, will facilitate a successful evacuation and save lives.

Finally, I want to point out that our project meets one of the principal financing criteria which I understand is being developed by the Subcommitee to help allocate scarce funds. The project will be substantially over-matched. The local contribution will be $1.1 million dollars. The federal contribution will be $1.68 million. The local contribution, therefore, is 40 percent, or twice the required 20 percent minimum. This represents the community's strong commitment to the project.

A detailed description of the project including a justification for federal funds has been given to the Subcommittee staff. Mr. Chairman, with your permission, I ask that this be made part of the record.

Thank you very much for this opportunity to testify in support of our request for $1.68 million for the intermodal terminal. We would be happy to answer any questions you, Mr. Chairman, and the other Members of the Subcommittee may have.

DESCRIPTION OF THE PROPOSED INTERMODAL TERMINAL FACILITY IN KEY WEST, AND A JUSTIFICATION FOR FEDERAL ASSISTANCE. April 30, 1993

Project Description

An intermodal terminal is proposed for the City of Key West to be located at the shoreline of Key West Bight. The Key West Bight is a channel of water leading directly into the Gulf of Mexico. The facility will provide a transfer point for a variety of transportation modes, including City buses, tour buses, taxis, two privately operated transit services, bicycles and a proposed passenger and freight ferry service. The intermodal facility will be located adjacent to a park-and-ride facility now in the engineering stage of development. Attached are maps and drawings showing the location of the intermodal facility and the connections to public and private transit routes, a site plan, and an artist's rendering of the proposed intermodal terminal.

Land now owned by the City valued at $680,000 will be used for a portion of the intermodal terminal. Additional land must be acquired to complete assembly of the site.

The project consists of preliminary engineering, final design and acquisition of the additional land needed to complete land assembly. The project for which federal funds are being requested does not include the cost of constructing the intermodal terminal.

The total cost of the intermodal terminal, including construction, is estimated to be $ 6.5 million. The total cost of the project for which federal funds are sought (ie preliminary engineering, final design and acquistion of land needed to complete the assembly of the site) is $2.78 million. The table below shows the total project cost, and the federal and local contribution.

Project Component	Total Cost	Federal Cost	Local Cost
Preliminary engineering and final design	600,000	480,000	120,000
Land to be contributed	680,000	0	680,000
Land to be acquired	1,500,000	1,200,000	300,000
Total federal project	2,780,000	1,680,000	1,100,000

The federal share of the project is 60 percent.

Federal Funds Requested

The City requests that $1.68 million be included in the Report on the FY 1994 Transportation Appropriations Bill for preliminary engineering, final design and land acquisition for the intermodal terminal.

Merits of the Project

An intermodal terminal will facilitate the transfer of persons using many different modes of travel.

Visitors, residents, and others employed in Key West, travel by local bus, taxi, privately operated transit services, bicycle, moped as well as by automobile.

Ridership on non-automobile modes in Key West is very substantial for two reasons. First, the cost of parking is very high for a small city, generally $5 dollars per day. Second, a large number of tourists arrive by air, bus and cruiseboat, and therefore do not have ready access to autos. The average daily patronage of the existing public and private transit systems is 2,600 during the peak season and 1,500 during the off peak season. Details on the patronage are shown in the attached table.

There currently is no focal point in Key West for the transfer of passengers and freight between the various modes. Construction of an intermodal terminal will improve access to all parts of the island, decrease travel times, and increase transit ridership. Mobility will be improved both for residents and others who work in the City, and for the many visitors to Key West.

A very large potential exists for the movement of freight and passengers to Mexico and Cuba.

The distance between Key West and Havana is 90 miles. Freight and passengers could be carried to Havana on high-speed ferries making the trip in about 3½ hours.

There is serious interest from private firms in providing high-speed ferry service for both passengers and freight to Tampa, Mexico, and Cuba. Several private firms have expressed interest in providing high-speed ferry service. They include the Indigo Corporation, one of the nation's foremost architects and desiners of ferry and other terminals, and EffJohn, the world's largest operator of ferries. In addition, Von Bergen Ltd., a well known Tampa-based firm which builds terminals and operates service has expressed interest.

A potential exists for translating interest by private firms, not only into providing high-speed ferry service, but also for financing the operating costs of the intermodal terminal and contributing to the cost of construction. This potential will be thoroughly evaluated as part of the preliminary engineering work. The terminal itself will have potential for commercial uses, helping to offset operating costs. A substantial operating surplus can be expected from the disembarkation fees charged for each ferry passenger. This surplus could be used to bond for the construction of the intermodal terminal. The potential for private financing of the cost of constructing and operating the intermodal terminal will be thoroughly evaluated as part of the preliminary engineering work.

An intermodal terminal will support and stimulate Key West's dominant tourism industry.

Tourism is the dominant sector of the Key West economy. Each year, an average of two million people visit the City. An intermodal terminal will support and stimulate this large industry. Improved access, particularly for the visitors, will improve the quality of the Key West as a tourist destination and its competitive position vis a vis other Caribbean destinations.

An intermodal terminal will facilitate the evacuation of residents threatened by hurricanes.

One of the principal means of evacuating residents of Key West when hurricanes threaten is by boat. It is almost imposible to evacuate large numbers of people from the Southern Keys up the only highway, the two lane US Route 1. The intermodal terminal will be located on that portion of Key West Bight with the deepest and most protected water. The terminal will provide a focal point for transporting residents by public transportation and other means to the intermodal terminal and then boarding the high-speed ferries, cruise ships and other vessels to be transported out of harms way. Should a hurricane strike the Lower Keys, the terminal also will be useful for post storm emergency relief efforts.

A substantial number of well paid job opportunities will be provided. About 85 permanent employment opportunities will be created by the ferry service. In addition, a substantial number of engineering and contruction job opportunities will be made available. This will make a contribution to the nation's economic recovery. The intermodal terminal will make a solid contribution to the vitality of the City's tourist industry, and more importantly, will position Key West to take advantage of the potentially very large business of transporting people and goods between Cuba and the United States.

The ISTEA legislation targets funds to areas, such as Key West, with populations under 50,000.

Section 3(k)(3) of the Federal Transit Act provides that at least 5.5 percent of the Section 3 bus category funds shall be available annually for grants to other than urbanized areas, such as Key West, with populations under 50,000. Inclusion of $1.6 million for Key West will help meet this target.

The project will help implement the intermodal ISTEA objective.
One of the objectives of the Intermodal Surface Transportation Efficiecy Act is the improvement of efficient intermodal transfers.
The project will facilitate the transfer of persons between a variety of modes, and it will promote the efficient transfer of freight from trucks to ferry boats.

Apportioned funds are not sufficient or available for the project.

Section 18 formula funds received by Key West for transit and the new flexible highway funds which can be used for transit are not sufficient to finance a large project, such as the intermodal terminal. These funds will be needed to regularly scheduled bus service and for service to the disabled.

The project will provide seed money for the construction of the intermodal terminal.

The engineering and land acquisition phase of the project, for which funds are being sought in the FY 1994 Report, will provide the seed money needed to estimate construction and operation costs, acquire land, and evaluate innovative sources of private financing for the construction and operation of the terminal. A wide range of financing sources will be evaluated, including flexible highway funds, state and local funds, as well as contributions from private sector shipping firms, joint development revenue and other sources of private financing. The transit benefits of the project are sufficient to justify the use of Section 3 bus category funds for seed money.

The Key West Port and Transit Authority is an intermodal agency.

The intermodal terminal will be operated by the Key West Port and Transit Authority. The Authority now operates the City bus system, municipal parking facilities, and the Port of Key West. It is an intermodal agency which can demonstrate to other cities how to build and operate an intermodal facility which links several modes of freight and passenger travel, the City bus system, private transit service, the port and airport, a park-and-ride facility, taxis, tour buses and high-speed ferries carrying freight and passengers.

The project will be substantially overmatched.

The proposed federal contribution to the project is $1.68 million. The proposed local contribution is $1.10 million. The local share will be 40 percent, a significant overmatch above the minimum requirement of 20 percent.

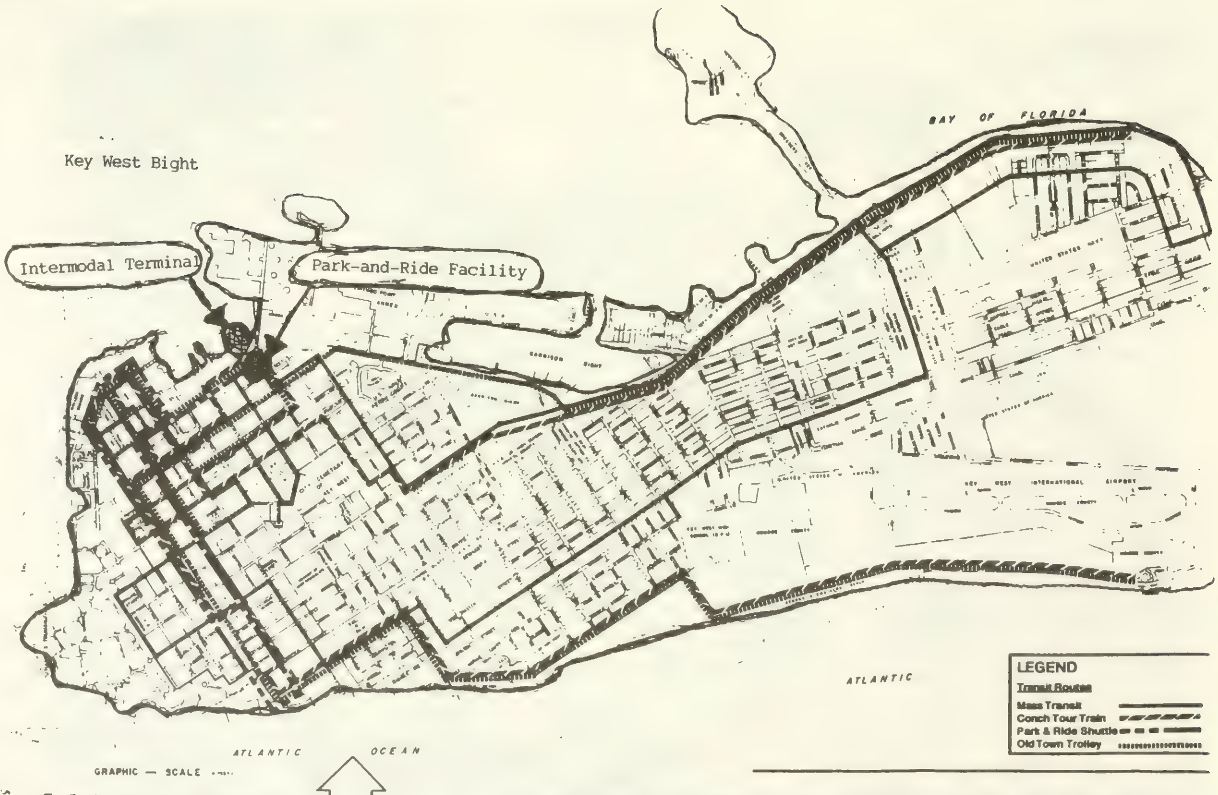
Summary

A variety of transportation modes will be linked together by this proposed intermodal facility, thus increasing transit usage, supporting the economic base of the City, increasing mobility, and stimulating the movement of freight and passengers. A large potential exists for the movement of people and freight from Key West to Tampa, Mexico and Cuba.

The terminal will support and stimulate the City's tourism industry. It will facilitate the evacuation of residents when hurricanes threaten. A substantial number of job opportunities will be created. Funding of a project in Key West will help satisfy the ISTEA target of 5.5 percent of Section 3 bus funds for non-urbanized areas. The project will help implement the intermodal objective set out in the ISTEA legislation. Apportioned funds are not sufficient. Seed money will be provided for the construction of the terminal itself. The project is substantially overmatched. Finally, the project will demonstrate to others how an intermodal agency can link a wide variety of modes in a single intermodal terminal.

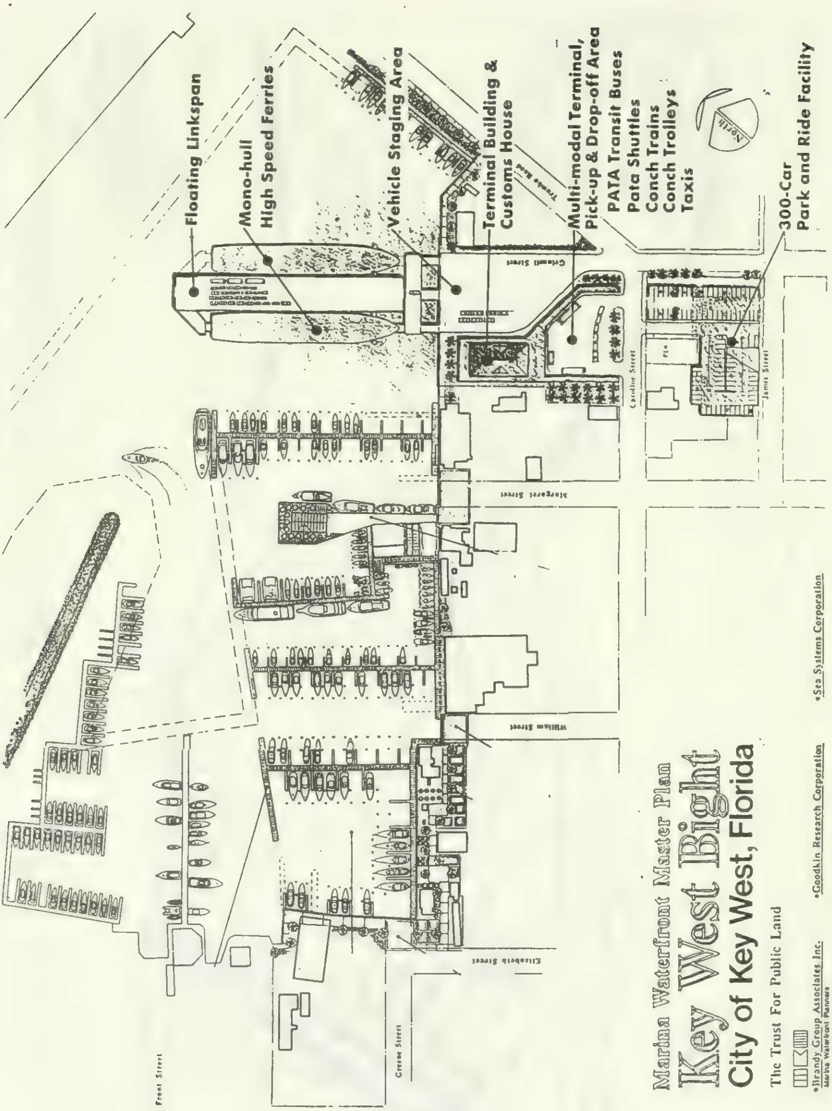
AVERAGE DAILY TRANSIT RIDERSHIP, KEY WEST, PEAK AND OFF PEAK SEASON.

Transit System	Average Daily Ridership in February, 1993	Average Daily Ridership in August, 1992
Port and Transit Authority	752	516
Conch Trolley	727	326
Conch Train	1,094	685
Total	2,573	1,527



LOCATION OF THE INTERMODAL TERMINAL AND THE PARK-AND-RIDE FACILITY AND THE CONNECTIONS TO PUBLIC AND PRIVATE TRANSIT

5A-21


Floating Linkspan
Mono-hull
High Speed Ferries
Vehicle Staging Area
Terminal Building &
Customs House
Multi-modal Terminal,
Pick-up & Drop-off Area
PATA Transit Buses
Pata Shuttles
Conch Trains
Conch Trolleys
Taxis
North
300-Car
Park and Ride Facility
Trumbo Road
Grinnell Street
Caroline Street
James Street
Margaret Street
William Street
Elizabeth Street
Greene Street
Front Street
Marina Waterfront Master Plan
Key West Bight
City of Key West, Florida
The Trust For Public Land
•Brandy Group Associates Inc.
Marine Waterfront Planners
•Goodkin Research Corporation
•Sea Systems Corporation

QUESTIONS FOR PUBLIC WITNESSES TESTIFYING BEFORE THE HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE.

Questions prepared by Congressman Wolf. Answers provided by the City of Key West.

1. What organization would be the recipient of the federal funds requested? Answer: The City of Key West, Florida.

2. How much money are you requesting from this subcommittee for FY 1994? Answer: $1.68 million dollars.

3. What will these funds by used for? Answer: For for the preliminary engineering, final design and land acquisition for an intermodal terminal.

4. Are you requesting any funds for non-construction purposes? If yes, what would these funds be used for? Answer: Yes, $1.68 million is being requested for preliminary engineering, final design and land acquisition. All of these are non-construction purposes.

5. What impact does this project have on our national transportation network, or any other federal purpose, which would justify the request for funds form this subcommittee? Answer: The project is an intermodal terminal which will promote the intermodal objectives in the Intermodal Surface Transportation Act. The project will facilitate the evacuation of residents threatened by hurricanes. The project will make Key West more competitive vis a vis foreign tourist destinations.

6. For FY 1993, what is the total amount of federal funds that this organization received, and what activities were funded by these amounts? Answer: The City of Key West received an earmark of $1.94 million in the Conference Report on the FY 1993 Transportation Appropriations Bill for the construction of a park-and-ride facility. An grant application is pending before the Federal Transit Administration. The City also received $79,375 in apportioned Section 18 funds used for operating expenses of the city bus system. In addition, a Section 3 grant was received for $238,666 for the purchase of buses.

7. Has the project received federal funds in prior years? In what fiscal years were those funds received and in what amounts? Answer: No.

8. Will you be seeking additional funds from this subcommittee for this project in the future? Answer: Probably not. Other sources of state, local and private financing will be sought first for the $3.9 million dollar construction phase of the project.

9. What is the total expected cost of the project? What percentage of the total cost of this project would be funded by the federal government? Answer: The total project cost is $2.78 million. The federal match would be $ 1.68 million, or 60 percent of the total cost.

10. How much state, local, or private funds will be used for this project? Answer: $920,000 dollars.

11. Are you seeking funds this year from any other federal source, or any other appropriations subcommittee for this project, or for any other project? Answer: No.

12. If the project for which you are seeking federal funds from this subcommittee is a highway project, where does it rank on the state's priority list? Answer: It is not a highway project.

13. If the project is a transit project, does the general public in your area support the project? Answer: Yes.

14. Has there been any public financing mechanisms initiated at the state and/or local level to help fund this project (highway or transit), such as a dedicated gas tax increase or a bond referendum? If so, please provide the specifics, and, in the case of proposed bonding authority, please indicate the results of placing this project before the public
Answer: No, this kind of financing mechanism will not be needed.

Ms. **Pancea**. It is listed with a broker right now.

Mr. **Pais**. It is listed currently with a broker.

Ms. **Pancea**. Within the City of Key West.

Mr. **Carr**. That pier structure, that isn't there?

Mr. **Pais**. It is a much smaller structure that is currently there. But it is not being used in any way.

Mr. **Archer**. That is gone. Part of our request, we are going to have a private enterprise system building the pier and docking facilities.

Mr. **Pais**. Sir, this is our park-and-ride, which is currently underway. Caroline Street and then the terminal, transit terminal that we are thinking of.

Mr. **Carr**. All right.

Mr. Wolf.

Mr. **Wolf**. No questions.

Mr. **Carr**. Mr. Foglietta.

Mr. **Foglietta**. No questions.

Mr. **Carr**. Thank you very much.

Mr. **Deutsch**. We will get back specifically what we can from Chevron.

Mr. **Carr**. I appreciate your stopping by.

Mr. **Pais**. We appreciate your time.

Thursday, May 6, 1993.

UNITED STATES COAST GUARD

WITNESSES

HON. GERRY E. STUDDS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MASSACHUSETTS

HON. BILLY TAUZIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA

HON. HOWARD COBLE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NORTH CAROLINA

Mr. **Carr**. Our next witness will be our good friend the Chairman of the Merchant Marine and Fisheries Committee.

Mr. **Studds**. And company.

Mr. **Carr**. I thought you were deferring to Howard.

Mr. Tauzin, nice to see you.

Mr. **Coble**. Is that a motion?

Mr. **Foglietta**. An unbelievable array of talent.

Mr. **Carr**. Mighty awesome.

Mr. **Studds**. Congratulations on your new position.

Mr. **Carr**. Thanks to my staff.

Mr. **Studds**. That goes without saying.

We are delighted to see you where you are.

Mr. Chairman, I am going to defer almost entirely to my distinguished subcommittee Chairman and Ranking Member.

I do want to say a couple of words of encouragement with regard to the Coast Guard and touch upon a couple of particular personal requests.

Generally, we strongly support the administration's 1994 budget request for the Coast Guard. We think it is a streamlined request and should be fully funded. We think the allocation of operating expenses is fair, reasonable, sound and rational.

In fisheries law enforcement, we particularly support the Coast Guard's plan to expand a training innovative program to provide geographically targeted fisheries law enforcement training at four new centers.

I certainly want to thank you in advance for your consideration of a reprogramming notice we anticipate from the Coast Guard. The notice will provide funds that would help provide for state-of-the-art oil spill management simulators for the Maritime Academies in Massachusetts and Texas. These simulators are at the cutting edge of technology and are of national and regional significance.

We do have, as I am sure you noticed, a request for an increase for the AC&I portion of the budget, and we are well aware of the deficit context in which that request is made. However, we would ask you to look at that as carefully as you can, particularly bearing in mind the need for new seagoing buoy tenders.

Many of the current ones are over 50 years old, which is not old for people who work where we do, but it is very old if you are a buoy tender.

I am sure Mr. Tauzin will be talking about the need for vessel traffic controls systems.

We are interested in money for lighthouse restoration. I am particularly supportive, as you might imagine, of the request for $1 million to begin contract and design work for the Chelsea Street Bridge in Boston. That bridge is about to fall down. It is a hazard for navigation, and it spans a creek which carries 54 percent of Boston's home heating oil and gasoline supply.

We are strongly supportive of a Service that means a lot to the parts of the country from which we come, and we look forward to working with you in the most constructive fashion possible.

I would like to defer the greater deal to the Ranking Member and Subcommittee Chairman, Mr. Tauzin.

[The prepared statement of Chairman Studds follows:]

STATEMENT OF THE HONORABLE GERRY E. STUDDS
CHAIRMAN, COMMITTEE ON MERCHANT MARINE AND FISHERIES
BEFORE THE HOUSE APPROPRIATIONS COMMITTEE,
SUBCOMMITTEE ON TRANSPORTATION
ON THE COAST GUARD FY 1994 BUDGET REQUEST

MAY 6, 1993

MR. CHAIRMAN. BEFORE I BEGIN, LET ME TAKE A MOMENT TO CONGRATULATE YOU ON YOUR NEW POSITION. THIS CONGRESS WILL HAVE TO ADDRESS SOME VERY IMPORTANT TRANSPORTATION ISSUES -- NOT THE LEAST OF WHICH IS THE REVITALIZATION OF OUR NATION'S BELEAGUERED MERCHANT MARINE INDUSTRY -- AND YOUR SUPPORT, AS WELL AS THAT OF ALL THE MEMBERS OF THIS SUBCOMMITTEE, WILL BE VITAL IN THE DEBATE THAT LIES AHEAD. I LOOK FORWARD TO WORKING WITH ALL OF YOU.

LET ME ALSO SAY A WORD ABOUT THE COAST GUARD'S PRESENT LEADER, ITS COMMANDANT, ADMIRAL J. WILLIAM KIME. THROUGH THE YEARS, EVERY COMMANDANT HAS SOUGHT TO EMPHASIZE A PARTICULAR ASPECT OF THE COAST GUARD'S VARIED MISSIONS -- SEARCH AND RESCUE, LAW ENFORCEMENT, OR DEFENSE READINESS. ADMIRAL KIME HAS DISTINGUISHED HIMSELF BY FOCUSING MUCH OF HIS ENERGY ON THE QUALITY OF LIFE FOR THE MEN AND WOMEN HE PROUDLY LEADS. TODAY, THE COAST GUARD IS ENJOYING ITS HIGHEST PERSONNEL RETENTION RATE IN ITS 200+ YEAR HISTORY. THAT, I BELIEVE, IS DUE IN NO SMALL

PART TO ADMIRAL KIME'S LEADERSHIP, AND HIS DESIRE -- IF I MAY BORROW A LINE FROM PRESIDENT CLINTON -- TO PUT PEOPLE FIRST. SO, I WOULD LIKE TO USE THIS OPPORTUNITY PUBLICLY TO COMPLIMENT ADMIRAL KIME AND THANK HIM FOR THE TREMENDOUS JOB HE IS DOING.

IN GENERAL, I SUPPORT THE PRESIDENT'S FISCAL 1994 BUDGET REQUEST OF $3.8 BILLION FOR THE COAST GUARD. SINCE IT IS ESSENTIALLY A HOLD-THE-LINE BUDGET, I URGE THAT, AT A MINIMUM, IT BE FULLY FUNDED. HOWEVER, IN CERTAIN AREAS, I WOULD RECOMMEND MODEST INCREASES.

OPERATING EXPENSE REQUEST

IT IS CLEAR FROM AN EXAMINATION OF THE BUDGET REQUEST FOR OPERATING EXPENSES THAT THE COAST GUARD HAS REORDERED ITS PRIORITIES IN SEVERAL AREAS. I SUPPORT THIS REORDERING. FOR EXAMPLE, ACCORDING TO ITS OWN FIGURES, THE COAST GUARD IS PROPOSING TO SPEND 14 PERCENT OF THE BUDGET REQUEST FOR OPERATING EXPENSES ON DRUG INTERDICTION, OR NINE PERCENT LESS THAN THE LEVEL ALLOCATED FOR THIS MISSION IN 1988. DURING THIS SAME TIME, RESOURCES FOR FISHERIES LAW ENFORCEMENT WILL INCREASE SEVEN PERCENT. WITH THE REDUCTION OF DRUGS COMING INTO THIS COUNTRY BY SHIP AND A LARGER DEFENSE DEPARTMENT ROLE IN DRUG INTERDICTION, ADDITIONAL RESOURCES HAVE BEEN ALLOCATED TO MEET THE INCREASED RESPONSIBILITIES WE HAVE GIVEN THE COAST GUARD IN FISHERIES AND OTHER MARINE RESOURCE LAW ENFORCEMENT.

AS A NEW ENGLANDER, I KNOW ALL TOO WELL THE IMPORTANCE OF FISHERIES ENFORCEMENT, ESPECIALLY IN THE NORTHEAST WHERE TRADITIONAL STOCKS HAVE DWINDLED TO UNACCEPTABLY LOW LEVELS. I AM PLEASED TO NOTE THAT THE COAST GUARD HAS PROPOSED EXPANDING A VERY INNOVATIVE TRAINING PROGRAM THAT WAS INITIATED ON CAPE COD, WHICH IS PART OF THE FIRST COAST GUARD DISTRICT. THIS PROGRAM WILL PROVIDE GEOGRAPHICALLY TARGETED FISHERIES LAW ENFORCEMENT TRAINING, AND ACTIVELY SOLICITS THE INPUT AND EXPERTISE OF THE FISHING INDUSTRY. WORKING WITH THE INDUSTRY TO MINIMIZE PROBLEMS AND IMPROVE COMPLIANCE AS WELL AS ENFORCEMENT MAKES SENSE, AND I FULLY SUPPORT IMPLEMENTATION OF THIS PROGRAM.

THE COAST GUARD HAS ALSO REQUESTED $187,000 TO BEGIN THE IMPLEMENTATION OF A PLAN THAT WOULD REQUIRE LICENSING OF OPERATORS ON FEDERALLY DOCUMENTED, UNINSPECTED FISHING VESSELS. WHILE THE MERCHANT MARINE AND FISHERIES COMMITTEE WILL CERTAINLY EXPLORE THE MERITS OF THIS PROPOSAL, IT IS CLEAR THAT NEW LEGISLATION WILL BE REQUIRED TO IMPLEMENT SUCH A PLAN. MR. CHAIRMAN, THE TIMING ON THIS LEGISLATION IS UNCLEAR, AND YOU MAY WANT TO LOOK AT THIS ISSUE CLOSER.

AS MARINE ENVIRONMENTAL PROTECTION HAS TAKEN ON INCREASING IMPORTANCE, WE HAVE GIVEN THE COAST GUARD NEW RESPONSIBILITIES FOR MARINE PROTECTION, SUCH AS THOSE CONTAINED IN THE OIL POLLUTION ACT OF 1990. I RECOMMEND THAT THE $220 MILLION REQUESTED FOR MARINE ENVIRONMENTAL PROTECTION BE APPROVED. FACED

WITH TIME DEADLINES, REGULATORY MORATORIA, AND LIMITED STAFF RESOURCES, THE COAST GUARD HAS CARRIED OUT ITS MISSION UNDER THE OIL POLLUTION ACT OF 1990 ADMIRABLY. IN A RELATED NOTE, MR. CHAIRMAN, I WANT TO THANK YOU IN ADVANCE FOR YOUR CONSIDERATION OF A REPROGRAMMING NOTICE FROM THE COAST GUARD WHICH YOU SHOULD BE RECEIVING SHORTLY. THE NOTICE WILL PROVIDE FUNDS FOR OIL SPILL MANAGEMENT SUMULATORS FOR THE MASSACHUSETTS AND TEXAS MARITIME ACADEMIES. BOTH SCHOOLS HAVE WORKED VERY HARD TO IMPLEMENT CUTTING-EDGE PROGRAMS, AND I HAVE NO DOUBT THESE SIMULATORS WILL HELP TRAIN THOUSANDS OF STUDENTS, INCLUDING MARITIME CADETS, COAST GUARD PERSONNEL, AND INDUSTRY PROFESSIONALS TO RESPOND TO OIL SPILLS WITHOUT ENDANGERING LIVES OR THREATENING ENVIRONMENTAL DAMAGE.

THERE IS ONE OTHER ASPECT OF THE OPERATING BUDGET THAT I WOULD LIKE TO ADDRESS. OUR COMMITTEE CONTINUES TO BE CONCERNED ABOUT THE EFFECT THAT OPERATION ABLE MANNER IN HAITI IS HAVING ON THE OTHER OPERATIONAL MISSIONS OF THE COAST GUARD. IN NEW ENGLAND ALONE, FISHERIES PATROLS HAVE BEEN CUT BACK SO THAT THE MEDIUM ENDURANCE CUTTERS COULD BE REDEPLOYED DOWN SOUTH. TWO WEEKS AGO, IN TESTIMONY BEFORE OUR COAST GUARD SUBCOMMITTEE, ADMIRAL KIME STATED THAT DRUG ENFORCEMENT IN THE GULF OF MEXICO HAD DWINDLED TO ALMOST ZERO IN ORDER TO PROVIDE RESOURCES FOR THE OPERATION IN HAITI. SHOULD IT BECOME NECESSARY, I WOULD SUPPORT A SUPPLEMENTAL APPROPRIATION TO FUND SHORTFALLS IN OTHER MISSION AREAS RESULTING FROM OPERATION ABLE MANNER, IN ORDER TO PROVIDE

THE COAST GUARD WITH SUFFICIENT RESOURCES TO CARRY OUT ITS RESPONSIBILITIES IN THESE TRADITIONAL AREAS.

OVERALL, I AM SATISFIED WITH THE COAST GUARD'S ALLOCATION OF OPERATING EXPENSES. I THINK IT REFLECTS SOUND PRIORITIES AND PRESENTS A BALANCED COMMITMENT TO ITS DIVERSE MISSIONS.

ACQUISITION, CONSTRUCTION AND IMPROVEMENTS REQUEST

IN PAST YEARS, WE HAVE APPEARED BEFORE THIS SUBCOMMITTEE TO EXPRESS CONCERN OVER THE LACK OF ADEQUATE RESOURCES IN THE COAST GUARD'S BUDGET FOR CAPITAL INVESTMENT. MY TESTIMONY TODAY IS NO DIFFERENT. THE $414 MILLION ACQUISITION, CONSTRUCTION AND IMPROVEMENT (AC&I) REQUEST IS IDENTICAL TO THE COAST GUARD'S FISCAL YEAR 1993 AC&I REQUEST. THE PROBLEM IS THAT LAST YEAR'S REQUEST WAS ABOUT $9 MILLION LESS THAN THE FISCAL YEAR 1992 REQUEST. IN EFFECT, THE COAST GUARD HAS BEEN DEALING WITH A REDUCTION IN ITS AC&I ACCOUNT PRECISELY AT A TIME WHEN MUCH OF ITS AGING INFRASTRUCTURE SORELY NEEDS TO BE REPLACED AND MODERNIZED. UNLESS THAT TREND IS REVERSED, WE MAY BE FORCED TO DEAL WITH A VERY SERIOUS AND COSTLY PROBLEM WITH COAST GUARD PLANES, CUTTERS, BUILDINGS AND OTHER FACILITIES BY THE END OF THE DECADE. FOR THAT REASON, I RECOMMEND THAT THE AC&I ACCOUNT BE FUNDED AT A LEVEL OF $450 MILLION IN FISCAL YEAR 1994.

THE INCREASE WOULD ENABLE THE COAST GUARD TO ACCELERATE SEVERAL MAJOR PROGRAMS ALREADY BEGUN, SUCH AS THE ACQUISITION OF NEW SEA-GOING BUOY TENDERS -- MANY OF WHICH ARE OVER 50 YEARS OLD -- AND VESSEL TRAFFIC SERVICE SYSTEMS, ESPECIALLY THE PLANNED VTS 2000 PROGRAM.

ONE AREA THAT IS NOT ADDRESSED IN THE COAST GUARD'S AC&I REQUEST, THAT I BELIEVE OUGHT TO BE, IS LIGHTHOUSE PRESERVATION. THIS IS A PROBLEM THAT IS NATIONAL IN SCOPE, AFFECTING LIGHTHOUSES IN COASTAL STATES AROUND THE COUNTRY. YEARS OF FIERCE WINTER STORMS HAVE CAUSED MASSIVE EROSION, AND LEFT MANY OF THE "GUARDIANS OF OUR COASTS" IN A VERY PRECARIOUS POSITION. AS YOU KNOW, MR. CHAIRMAN, THE COAST GUARD HAS SOLE RESPONSIBILITY FOR THESE ACTIVE LIGHTHOUSES. IN MY DISTRICT ALONE, THERE ARE THREE LIGHTHOUSES THAT ARE LITERALLY IN DANGER OF FALLING INTO THE OCEAN. ALL ARE ON THE NATIONAL HISTORIC REGISTER. WHILE WE NEED TO EXPLORE NATIONAL LONG-TERM SOLUTIONS TO THIS PROBLEM, INCLUDING POSSIBLE TRANSFER TO OTHER ORGANIZATIONS SUCH AS THE LIGHTHOUSE PRESERVATION SOCIETY, THERE ARE SOME HISTORIC LIGHTS WHOSE CONDITION REQUIRE IMMEDIATE ATTENTION. IN THE INTERIM, WE SHOULD PROVIDE THE COAST GUARD WITH SOME FUNDS TO UNDERTAKE PLANNING AND DESIGN FOR THE RELOCATION OF SOME OF THESE HISTORIC LIGHTS.

WITH THAT IN MIND, I AM REQUESTING THAT $1 MILLION DOLLARS BE ADDED TO THE COAST GUARD'S AC&I BUDGET REQUEST, SO THAT THE

PROCESS TO SAVE HIGHLAND LIGHT ON CAPE COD CAN BE INITIATED.

RESEARCH, DEVELOPMENT, TESTING & EVALUATION

FOR THE COAST GUARD'S RESEARCH AND DEVELOPMENT ACCOUNT, I WOULD RECOMMEND A $2.8 MILLION INCREASE, ESSENTIALLY LEVEL FUNDING. SOME VERY IMPORTANT WORK HAS BEEN CONDUCTED UNDER THIS PROGRAM. THIS MONEY IS WELL SPENT BECAUSE IT PROVIDES SAVINGS IN OTHER AREAS OF THE BUDGET. WHETHER IT'S SOLAR POWERED BUOYS TO REPLACE EXPENSIVE BATTERY POWERED UNITS, OR NEW TECHNOLOGY THAT IS HELPING TO TAKE THE SEARCH OUT OF SEARCH AND RESCUE, IT IS CLEAR THAT THIS IS ONE PROGRAM THAT IS HELPING THE COAST GUARD GET MORE BANG FOR ITS LIMITED BUCKS.

HAVING SAID THAT, MR. CHAIRMAN, LET ME JUST ADD THAT OUR COMMITTEE IS COMFORTABLE WITH THE COAST GUARD'S BUDGETARY AUTHORITY TO ENGAGE IN RESEARCH AND DEVELOPMENT. HOWEVER, IN RESPONSE TO CONCERNS THAT YOU HAVE RAISED, WE WILL WORK WITH THE COAST GUARD IN THE FUTURE TO PROVIDE APPROPRIATE GUIDANCE TO ITS PROGRAM, WHERE NECESSARY.

ALTERATION OF BRIDGES

AS THE LEAD FEDERAL AGENCY IN MAINTAINING BRIDGES OVER NAVIGABLE WATERWAYS, THE COAST GUARD IS RESPONSIBLE FOR PROVIDING THE FEDERAL GOVERNMENT'S SHARE OF THE COSTS FOR ALTERING OR REMOVING

BRIDGES THAT ARE DEEMED TO BE HAZARDOUS TO SAFE NAVIGATION. I AM SUPPORTING THE COAST GUARD'S REQUEST OF $12.9 MILLION FOR BRIDGE ALTERATIONS. I AM PARTICULARLY SUPPORTIVE OF THE $1 MILLION REQUESTED TO BEGIN THE CONTRACT AND DESIGN WORK FOR THE NEW CHELSEA STREET BRIDGE IN BOSTON, MASSACHUSETTS. THE CURRENT BRIDGE, BUILT IN 1936, SPANS THE CHELSEA CREEK WHICH CARRIES 54 PERCENT OF THE BOSTON AREA'S HOME HEATING OIL AND GASOLINE SUPPLY. THERE HAVE BEEN 19 COLLISIONS OF COMMERCIAL VESSELS WITH THE BRIDGE, AND A PERMANENT SAFETY ZONE WAS ESTABLISHED BY THE COAST GUARD IN 1986. THIS BRIDGE MEETS ANYONE'S DEFINITION OF A "HAZARD TO NAVIGATION".

BOAT SAFETY ACCOUNT

LET ME MOVE NOW TO THE BOATING SAFETY ACCOUNT. I SUPPORT AN OVERALL APPROPRIATION FROM THIS ACCOUNT OF $70 MILLION. THE INCREASE I AM RECOMMENDING WOULD PROVIDE FULL FUNDING OF THE STATE GRANT PROGRAM FOR BOAT SAFETY. $35 MILLION WOULD BE DEVOTED TO COAST GUARD OPERATING EXPENSES, WITH THE REMAINDER ALLOCATED FOR STATE GRANTS. THOSE FUNDS, AND THE $7.5 MILLION TRANSFERRED FROM THE SPORT FISHING RESTORATION ACCOUNT, WOULD PROVIDE A TOTAL OF $43.7 MILLION FOR STATE SAFE BOATING PROGRAMS IN FISCAL YEAR 1994. FUNDING THE FULL AMOUNT IS PARTICULARLY IMPORTANT GIVEN THE RECENT REPORT OF THE NATIONAL TRANSPORTATION SAFETY BOARD HIGHLIGHTING CONTINUING PROBLEMS WITH STATE BOATING SAFETY PROGRAMS, AND CALLING FOR INCREASED EDUCATIONAL PROGRAMS

EMPHASIZING PERSONAL FLOATATION DEVICES FOR CHILDREN, IMPROVED ACCIDENT REPORTING AND MANDATORY SAFE BOATING INSTRUCTION, INCLUDING THE DANGER OF OPERATING BOATS WHILE INTOXICATED.

ENVIRONMENTAL COMPLIANCE AND RESTORATION

THE FISCAL 1994 BUDGET REQUEST ALSO INCLUDES $23 MILLION FOR ENVIRONMENTAL COMPLIANCE AND RESTORATION. THIS IS A PROGRAM I FULLY SUPPORT. THE COAST GUARD HAS RESPONDED TO POLLUTION ON ITS BASES THE WAY YOU WOULD EXPECT ONE OF THE WORLD'S PREMIER ENVIRONMENTAL ORGANIZATIONS TO RESPOND. THEY HAVE DEALT WITH THE ISSUE FORCEFULLY AND HONESTLY. IN SOME CASES, SUCH AS THAT OF OTIS AIR NATIONAL GUARD BASE LOCATED IN MY DISTRICT, THEY HAVE INHERITED AND ASSUMED RESPONSIBILITY FOR A POLLUTION PROBLEM THAT OCCURRED LONG BEFORE THERE WAS A COAST GUARD AIR STATION ON THE BASE. THAT KIND OF GOOD NEIGHBOR POLICY SPEAKS VOLUMES FOR THE COAST GUARD'S RESPONSE TO THE PROBLEM.

THE COAST GUARD RESERVE

IN CLOSING, MR. CHAIRMAN, I WOULD LIKE TO SAY A WORD ABOUT THE STATUS OF THE COAST GUARD RESERVE.

I THINK I CAN SPEAK ON BEHALF OF THE ENTIRE MERCHANT MARINE AND FISHERIES COMMITTEE WHEN I TELL YOU THAT WE ARE EXTREMELY TROUBLED BY THE DRAWDOWN OF THE RESERVES PROPOSED IN THIS REQUEST

-- A DRAWDOWN THAT SEEMS DISPROPORTIONATELY HIGH WHEN COMPARED TO THE OTHER SERVICES.

THE COAST GUARD IS RIGHT TO RECOGNIZE THE CHANGES IN THE WORLD AND TO ADJUST TO THOSE CHANGES. WHILE THE END OF THE COLD WAR SIGNALED A MAJOR SHIFT IN DEFENSE PRIORITIES, OTHER THREATS EXIST. THE END OF THE COLD WAR DID NOT END THE THREATS OF OIL SPILLS AND PLASTIC POLLUTION FACED BY OUR FRAGILE COASTAL ECOSYSTEMS. THE END OF THE COLD WAR DID NOTHING TO LESSEN THE DECIMATION OF OUR FISHERIES STOCKS. IT HAS NOT STEMMED THE TIDE OF ILLICIT DRUGS INTO OUR COUNTRY, NOR HAS IT LESSENED THE INCIDENCE OF TRAGIC MARITIME ACCIDENTS. NATURAL DISASTERS, SUCH AS HURRICANE ANDREW, STILL OCCUR IN THE POST-COLD WAR WORLD. THE RESERVES ARE AND CAN BE IMPORTANT MEMBERS OF THE COAST GUARD TEAM. I WOULD SUGGEST TO YOU THAT WHAT WE MUST DO IS CHANGE THE OLD COLD WAR THINKING THAT THE RESERVES ARE ONLY USEFUL FOR DEFENSE READINESS. INSTEAD OF LOOKING FOR WAYS TO CUT THE RESERVE PROGRAM, WE NEED TO DO SOME INNOVATIVE THINKING ABOUT HOW BEST TO USE THE AGENCY'S MOST VALUABLE RESOURCE -- ITS PEOPLE. UNTIL THE COAST GUARD COMPLETES ITS REPORT ON THE IMPACT TO ITS MISSIONS FROM FURTHER CUTS IN THE RESERVE PROGRAM, I WILL OPPOSE THIS DRAWDOWN IN PRINCIPLE. HOWEVER, IF IT IS DEEMED IMPOSSIBLE TO SUSTAIN THE CURRENT RESERVE LEVEL OF 10,000 MEMBERS, I WOULD SUPPORT A PLAN -- SIMILAR TO THAT PROVIDED DOD RESERVISTS -- WHICH WOULD AFFORD SOME BENEFITS TO THOSE INVOLUNTARILY SEPARATED UNDER THIS PROPOSAL. A RESERVE BENEFIT PLAN WILL PROBABLY HAVE

TO BE AUTHORIZED BY THE ARMED SERVICES COMMITTEE IN THIS YEAR'S DEFENSE AUTHORIZATION BILL.

MR. CHAIRMAN, LET ME AGAIN THANK YOU AND THE MEMBERS OF THE SUBCOMMITTEE FOR YOUR SUPPORT AND YOUR ATTENTION TODAY.

Mr. TAUZIN. Thank you, Chairman Studds.

Mr. Chairman, let me also congratulate you on your new assignment and offer our cooperation with the authorizing committee to work with you to ensure the continued success of the Coast Guard into the future.

I am also happy to welcome Mr. Howard Coble, our new ranking committee Member. Howard and I have a long-standing close personal relationship and I expect we will have a very cordial effort to assure that the Coast Guard continues its sound operations.

Let me congratulate the new Ranking Minority Member, Mr. Wolf.

Thank you for allowing us to come for a brief minute to highlight some portions of the Coast Guard budget that I think are critical to the Nation.

First of all, I would be remiss not to say a word of congratulations for Admiral Kime for the quality of life that he has done in leading the Coast Guard. That is one of the characteristics that he wanted to improve, the quality of life for the men and women who serve our Nation so extraordinarily in the Coast Guard and he continues to do a marvelous job.

The budget for this 1994 year is austere. It is a stand-still inflation rate only budget. It is a request that provides only a minimum amount necessary to continue the many facets of Coast Guard activities, including the replacement of its oldest vessels, aircraft insured facilities.

If the President's budget request were funded, which we support as is, we would be happy, of course, we make a few additional requests, as the Chairman has said.

We are particularly pleased that President Clinton included two of the programs in his Visions: Change in America document. The first, as the Chairman said, is the need to replace the Nation's 50-year-old buoy tender fleet. I don't need to tell you how critical buoy tenders are to conduct safe navigation in the water, safe not only for the people who work in the trade but for the environment itself.

Oil spills are a big part of our lives and work today, and we need to be concerned about that and other chemical spills on the Nation's waterways. A new replacement of buoy tender fleets is critical. The President has recognized it. I hope we do, too.

We have ports in America with incredible volumes of the most hazardous materials you can possibly imagine, trafficking in and out with no controls at all. Like airports without towers. Land where you will, when you will, just try not to hit each other. Not a very good situation when you are trying to control the safety in a port but the incredible damage that could occur to the ecosystems.

We haven't had a big catastrophic oil spill since the *Exxon Valdez*. We ought to knock on wood and thank the good Lord. But we can't sit on just luck. The new VTS–2000 program, the new buoy skimmers that go along with that program are critical.

We would urge you in the OPA–90 to make room for whatever is necessary to get these programs going.

I understand the subcommittee had some concern about the Coast Guard's use of the R&D account. In the last few years it has produced worthwhile projects that have led to improvements in the

GTS systems, the electronic charting, and the traffic systems I just talked to you about.

I am confident that the authorities given the Coast Guard to conduct its R&D program is sound. We are ready to work with you to ensure we continue to improve that program, whatever the recommendations you might have for us.

In the Reserve training accounts, I think personnel cuts in Reserve training are coming too fast, too soon. I urge you to look at that. Reservists in the Coast Guard are critical many times of the need for the Coast Guard, particularly in search and rescue and emergencies such as big spills. I urge to you look at that.

We risk losing some awfully good people if we cut too fast, and I urge you to consider that while this unit of our government has a military function, and while we are downscaling our military, it has incredibly large military functions that have not changed with what has happened with the Wall in Germany.

It will cost approximately $2 million for Coast Guard Reservists to receive the same severance benefits Reservists in the Armed Services are receiving.

I would urge you to ensure that Coast Guard Reservists receive the same treatment as their DOD counterparts. They have put their lives on the line in every encounter they have had in the field of battle and here at home. I urge you to treat them with the same respect we give to DOD Reservists.

Mr. Chairman, there are other parts of the budget you may have questions about. There is a request in the Coast Guard for $5 million for upgrading the Curtis Yard, the Coast Guard's yard. If we begin on that track, it will cost us about $40 million. Five years ago the Coast Guard recommended closing down that yard. I tend to think that was a good representation five years ago.

If you want to go the Coast Guard's request, spend the money on improving the yard, you might want to think of perhaps buying up dry-docks, enclosed yards, rather than going the route the Coast Guard has requested with hydraulic ship lifts. But my recommendation is you seriously consider urging the Coast Guard to do what others are doing now, and that is using private yards.

[The prepared statement of Hon. Tauzin follows:]

STATEMENT OF THE HONORABLE BILLY TAUZIN
CHAIRMAN, SUBCOMMITTEE ON COAST GUARD AND NAVIGATION
BEFORE THE SUBCOMMITTEE ON TRANSPORTATION, APPROPRIATION COMMITTEE
ON THE COAST GUARD FY 1994 BUDGET REQUEST

May 6, 1993

Good afternoon, thank you for this opportunity to testify. First allow me to congratulate you Chairman Carr and the Subcommittee's new Ranking Member, Mr. Wolf on your new positions of leadership. I look forward to working with both of you on issues of mutual interest to our Subcommittees.

Let me begin by expressing my admiration for the job Admiral Bill Kime has done in the last three years leading the Coast Guard. I believe Admiral Kime's efforts to improve the quality of life and training of those who serve in the Coast Guard will carry the agency well into the next century. I hope that our Subcommittees can work together to allow Admiral Kime to complete his program to invest in the Coast Guard's most important resource-- its people.

The Coast Guard's FY 94 budget request is austere. If fully funded, it will just keep pace with the rate of inflation and allow the Coast Guard to maintain its current level of services. Looking to the future, it provides only the minimum amount necessary for the Coast Guard to continue its efforts to replace its oldest vessels, aircraft, and shore facilities. I support the President's budget request and urge that it be fully funded, and in a few cases, slightly increased.

In the operating account, the Coast Guard has requested only $51.7 million in new funding. Of the new funding, only about 15% of the increase will go to support new initiatives.

The remainder will fund fixed cost increases which the Coast Guard cannot control or follow-on costs associated with previously opened facilities.

Of the new initiatives requested, two programs are especially noteworthy. The first will assign senior officers as liaisons to the regional fisheries management councils. The second will create several fisheries training centers to teach boarding officers about the local fishery in which they will work. Both programs are intended to create a more cooperative relationship between our fishermen and the Coast Guard and will mean a greater return on the funds appropriated for fisheries law enforcement in the long run.

The Coast Guard has requested $187 thousand to develop a Federal fishing vessel operators licensing program. Although my Subcommittee plans to look at this initiative closely, the Coast Guard does not have the authority to begin a licensing program at this time. Therefore I recommend that the Subcommittee withhold funding this request in FY 94.

Looking at the AC&I account I was pleased to see that President Clinton included two Coast Guard programs in the Vision of Change for America document. The Administration highlighted the need to replace the nation's fifty year old buoy tender fleet and move quickly to build state-of-the-art vessel traffic service systems in our nation's busiest and most hazardous ports.

We have been fortunate not to have had a catastrophic oil spill in this Country since the Exxon Valdez. But we must not push our luck. Both VTS 2000 and the new oil skimming buoy tenders will go a long way to protect the marine environment from the damage of oil spills. I strongly recommend fully funding both VTS 2000 and the sea going buoy tender replacement program. If at all possible, the funding of these programs should be accelerated.

I understand that this Subcommittee has some concern about the Coast Guard's use of its Research, Development Testing and Evaluation account. In recent years the Coast Guard's R&D account has produced some very worthwhile projects that have led to: implementing differential GPS; advancements in electronic charts; and improvements in VTS technology. I believe a great deal of work needs to be done to improve oil spill response technologies. I am comfortable with the Coast Guard's statutory authority to continue its R&D efforts and I would like to work with you to improve the Coast Guard's R&D program.

Finally, I am concerned about the requested reductions to the Coast Guard's Reserve Training program. The Coast Guard Reserve is a valuable asset that can greatly enhance both the routine and emergency Coast Guard operations. Unfortunately, the severity of the requested cuts will cripple the Reserve for the next couple of years. Rather than spending their time augmenting their active-duty counterparts, Reservists will spend most of the next year managing cut-backs. If a Reserve strength of 8000 members is appropriate, the reductions should take place at a more manageable pace.

Recently, Admiral Kime testified that it will cost approximately $2 million for Coast Guard Reservists to receive the same severance benefits that Reservists in the other armed services are receiving. I would like to work with you to ensure that Coast Guard Reservists receive the same treatment as their DOD counterparts.

Mr. Chairman let me thank you and the members of the Subcommittee for your support and attention today.

Mr. **Carr.** Mr. Coble.

Mr. **Coble.** Mr. Chairman, I also convey congratulatory remarks. I thank you and the Members of the subcommittee for having permitted us to appear before you. I will be brief, Mr. Chairman.

I believe that the Coast Guard provides our Nation with one of the best, if not the best, value in the Federal budget. As you all know, the Coast Guard is a multi-mission agency with roles in marine protection, maritime law enforcement and maritime safety.

We had an opportunity to consider the budget proposal in detail at a recent meeting. While I had some concerns about several provisions in the request, I am glad to see the somewhat higher funding levels for the Coast Guard's operating expenses and its acquisition, construction and improvement account.

While I understand the Appropriation Committee's very difficult task of funding the Federal Government during these times of tight, frugal budgets, I do believe the Coast Guard's 1994 budget request, which basically keeps pace with the rate of inflation, deserves the support of the Subcommittee on Transportation.

While I support its general funding levels, I object to one specific provision in the administration's proposal. Mr. Tauzin, and maybe the Chairman as well, touched on this. I oppose the proposed 25 percent reduction of Coast Guard Reservists.

I am a former member, Mr. Chairman, of the Coast Guard Reserve units in Greensboro and Wilmington, North Carolina, so I feel I have a firsthand knowledge of the importance and contribution of the Reserve. This reduction is particularly disturbing when one considers that the Coast Guard is already reducing its Reserve in strength from 12,000 to 10,500, and as a practical matter it is nearer 10,000 now rather than 10,500.

I understand the Coast Guard Reserve has not been at a strength level of less than 11,000 personnel since the early stages of the buildup during the Vietnam conflict era. The Coast Guard has not been at an 8,000 strength since its inception more than 50 years ago. I believe I am right about that.

The Coast Guard Reserve—you, being from Michigan, know this I am sure as well—more than any other military force is extensively used during peacetime emergencies. Reserve units served a vital role in the cleanup of the *Exxon Valdez* oil spill in Alaska as well as emergency operations in the wake of Hurricane Andrew. It made up 75 percent of the manpower in the *Valdez* oil spill.

While I am a strong supporter of reducing unnecessary government spending, I believe a one-year, 25 percent reduction will hamper the Coast Guard in carrying out its vital missions. I hope you all will see fit to try to find the funding that would enable the Coast Guard to maintain that strength of at least 10,000.

Again, Mr. Chairman, we thank you and the Members of the subcommittee for having permitted us to appear before you.

[The prepared statement of Hon. Coble follows:]

STATEMENT BY THE HONORABLE HOWARD COBLE (R.NC) BEFORE THE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION -- COAST GUARD APPROPRIATIONS FOR FISCAL YEAR 1994 -- MAY 6, 1993

Mr. Chairman, as the Ranking Minority Member on the Merchant Marine and Fisheries Subcommittee on Coast Guard and Navigation, I want to thank the Members of your Subcommittee for allowing me to testify today about the fiscal year 1994 United States Coast Guard budget.

I strongly believe that the Coast Guard provides our nation with one of the best values in the federal budget. As you know, the Coast Guard is a multi-mission agency with roles in marine environmental protection, maritime law enforcement, and maritime safety. All the Coast Guard missions, whether directed toward rescuing distressed mariners, interdicting drug smugglers, opening frozen rivers to commerce, or conducting port security operations, contribute directly to the nation's economic, social, environmental, and military security.

The past year strongly illustrates the dedication and importance of the Coast Guard. The men and women of the Coast Guard provided the first federal agency assistance for those injured and left homeless across Louisiana, Florida, and Hawaii following hurricanes Andrew and Iniki. I am convinced that the Coast Guard's efforts in Operation Able Manner have saved thousands of Haitian lives.

Our Subcommittee had a chance to consider the budget proposal in detail at a recent hearing. While I have some concerns about several of the specific provisions in the request, I am glad to see the somewhat higher funding levels for the Coast Guard's operating expenses and its acquisition, construction, and improvement account. While I understand the Appropriations Committee's very difficult task of funding the federal government during these times of tight budgets, I do believe the Coast Guard's 1994 budget request, which basically keeps pace with the rate of inflation, deserves the support of the Subcommittee on Transportation.

Congress has increasingly added to the Coast Guard's responsibilities. The Coast Guard has been implementing the complex Oil Pollution Act of 1990 (OPA 90) which we enacted to establish a comprehensive national system for oil spill prevention, compensation, cleanup, and punishment. OPA 90 is the single largest implementation responsibility that the Coast Guard has ever been given. The Coast Guard must complete hundreds of regulations and studies to comply with the provisions in OPA 90. If Congress does not provide adequate funding for the implementation of new initiatives such as OPA 90, the Coast Guard will be forced to cut back on its other missions. The Coast Guard's life saving missions should not be compromised to fund an ever increasing number of congressionally imposed responsibilities.

While I support its general funding level, I strongly object to one specific provision in the Administration's proposal. I oppose the 25 percent reduction in the number of Coast Guard reservists. As a former member of Coast Guard Reserve units in Greensboro and Wilmington, North Carolina, I have a first hand knowledge of the contribution and hard work of the Reserve.

The drastic reduction is particularly disturbing when you consider that the Coast Guard is already reducing its Reserve end strength from 12,000 to 10,500. I understand that the Coast Guard Reserve has not been at a strength level of less than 11,000 personnel since the early stages of the build up for the Vietnam conflict. The Coast Guard Reserve has not been at an 8,000 end strength since its inception more than 50 years ago.

The Coast Guard Reserve, more frequently than the other military reserve forces, is extensively used during peacetime emergencies. Reserve units served a vital role in the cleanup of the Exxon Valdez oil spill in Alaska as well as emergency operations after hurricanes Hugo and Andrew.

The Coast Guard Reserve also routinely provides significant support to the active force through augmentation training and such innovative programs as "Summer Stock" where reservists assume the full responsibility for specific search and rescue operations on the Great Lakes which are not operated on a year-round basis.

While I am a strong supporter of reducing unnecessary government spending, I believe that a one year, 2,500 person, reduction will hamper the Coast Guard in carrying out its vital missions. I urge the Members of the Subcommittee to consider providing funding which would at least maintain a 10,000 Reserve strength. I understand that to maintain this level the Coast Guard will need an additional $10 million.

I would also like the Subcommittee to consider providing funding to extend the U.S. Department of Defense's new program, which provides severance pay to involuntarily released reservists, to Coast Guard reservists. I have been told that 400 reservists have already been involuntarily released during the current fiscal year. It is only fair to include involuntarily released Coast Guard reservists in the new severance pay program.

As a strong supporter of the Coast Guard's drug interdiction efforts, I am concerned about the proposal's shift in resources away from drug interdiction. The proportion of the fiscal year 1994 operating account dedicated to drug interdiction is down to 14 percent. Last year, drug interdiction accounted for 24 percent of the operating account. I fear that our nation's commitment to stemming the flow of drugs into our country may be waning. While drug abuse may be falling in some segments of our population, drugs continue to destroy thousands of young lives while adding to our already high murder and crime rates.

Again, I want to thank you Mr. Chairman for allowing me to testify in support of adequate Coast Guard funding.

Mr. CARR. We thank you for being here. I know I speak for myself and the rest of the Members of the committee that we look forward to working with you.

We do have several problems, and not the least of which is the multi-mission of the Coast Guard. We are primarily a transportation-oriented subcommittee. And so it gives us a great deal of difficulty when we think that our first priority is the transportation needs of the country, and yet we are obligated to appropriate fairly the money for the Coast Guard.

The Coast Guard, as you pointed out, Mr. Chairman, according to their own data, $317 million of their money is for fisheries law enforcement, $362 million is for their drug law enforcement, $236 million is for their general law enforcement. Their defense readiness function is about $108 million.

So if you total up those functions that are Coast Guard non-transportation functions, it is about a billion one of our budget.

It is sort of the crazy way we do business around here. We should be evaluating law enforcement budgets against law enforcement budgets, not evaluating law enforcement budgets against transportation budgets. We probably shouldn't be evaluating NASA budgets against housing budgets for veterans. That is just what we are left with.

But it surely is a problem. And I would ask for your help. I will try to do the best I can for us for an adequate 602(b) allocation, but principally in the budget, we are asking for a transportation appropriation to take care of other matters. And while I am on that point, a variety of people have figured out ingenius ways to do things with transportation dollars principally because they are all good ideas, but transportation seems to have its own dedicated source of funding.

So we end up with the Highway Trust Fund now being distorted to take care of recreational trails. That is not to say that recreational trails aren't important, but the consequence of putting recreational trails in ISTEA—I see my good friend Nick Joe Rahall here who has a chance with his new chairmanship to rectify some of this stuff—putting recreational trails into ISTEA means that recreational trails gets evaluated as against transportation needs as opposed to recreation needs.

We have had an experience, no fault of any authorizing committee, where trauma centers are built with transportation funds. Good trauma centers.

This committee in the past has appropriated funds for some really fine facilities around the country. But the fact of the matter is, the needs for trauma centers ought to be evaluated in Mr. Natcher's committee, not in this committee.

Again, with ISTEA, we have historic preservation. I had a poster—I might even still have it in my desk here. Let me fish it out for you. Anyway, I had a flyer from my State, Michigan municipal, inviting people to a seminar to educate people on how they could get ISTEA money—here it is. Here is the headline. There is money in ISTEA, and foundations for historic preservation.

Now, I am in favor of historic preservation, but, again, that kind of activity ought to be fairly evaluated as against other issues, not this one.

And this gets to a question I have for you, Chairman Studds. You talk about the lighthouse matter here. Shouldn't we be moving lighthouses off into historic preservation? Our lighthouses in the time of GPS satellites and $800 hand-held GPS locators and loran systems, of course, we are phasing out loran, very economical, very light weight, anybody in a bass boat anywhere in America can be geographically located.

Do we really need lighthouses and do we need to be financing them out of a very scarce transportation funding?

Mr. STUDDS. I would not pretend to contest your description of the irrationality of things around here. In fact, I was thinking of other examples as you were reciting those.

Secondly, as you know, if we had our way, a lot of these things would be in more rational boxes than they are. However, if one wants, at the moment, to do something about lighthouses, they happen to be Coast Guard facilities and, as you know, they have been since the very first Congress. I think that one of the very first acts of Congress was to appropriate for the construction of lighthouses. In my part of the country, this is more of an emotional and spiritual issue than one of navigation.

My very first crisis as a Member of Congress occured when the Coast Guard proposed to save money by turning off the fog horn in a little town on Cape Cod. I was inundated by people who said, If they turn that fog horn off, we can't sleep. That was a real problem. And that fog horn is on.

Mr. TAUZIN. Is that what happened?

Mr. STUDDS. So you have to understand the soul of those who live near the sea to understand why the preservation of lighthouses is important.

Mr. CARR. I am not denigrating that notion.

Mr. STUDDS. I understand.

Mr. CARR. I am just saying, isn't it time and couldn't we get your help in moving these items off to portions of the budget that more correctly address themselves to the cultural—the need to preserve our cultural heritage?

Mr. STUDDS. I have no problem at all with that. I have difficulty with the question of why the Coast Guard is in the department that it is in at any given moment.

Mr. CARR. At any moment?

Mr. STUDDS. As you know, we have to write legislation for the Secretary of the department in which the Coast Guard is operating, in case nobody changes it, so it still applies.

Mr. CARR. I really appreciate your coming by. I do look forward to working with you. We will try to do the best we can by the Coast Guard.

We do have, as you did pick up on, some reservations on their R&D effort. I think a number of their R&D efforts are really not so much R&D efforts as they are management efforts. Their TQM program is very good. And the kinds of things they are doing in management really ought to go into the administrative overhead side of the equation and not be called R&D. We don't look to the Coast Guard as an R&D agency.

There may be a few things they need to do in R&D to adjust technical applications to their unique environment. But other than that, I wouldn't say they should—and I think you are going to see—I haven't talked with the Secretary at great length about this—but I have a sense from communications I have had that we are going to see a greater consolidation of R&D, greater coordination of R&D in a centralized manner in the Department of Transportation, not out in——

Mr. TAUZIN. Mr. Chairman, you are absolutely right, of course. There are applications of R&D that have to be tested in that special environment. I recall we were debating in 1990 the big complaint from Members across the Nation is how we would try to mop up spills with mops and bales of hay. Where was the R&D for us to respond adequately to the spill? Where were the bioremediation techniques and the new skimming techniques and the booms, carrying booms on vessels that might have been prevented some of these disastrous spills and damages.

So part of what we hope to maintain in the R&D section is that essential element whereby the Coast Guard takes technologies and adapts them to the very special needs of their service.

One other thought, because you and the Chairman are correct in questioning, as you pointed out, the sense of things and where we put them.

But I think you well know, Mr. Carr, that on occasion past administrations have tried to create a tension between transportation needs and Coast Guard needs. We have tried to eliminate that.

We have tried to identify with Presidents their own sensitivities to the requirements of the Coast Guard as a separate part of this request. They pretty welcome around to that.

And finally, as you know, when the Coast Guardman is on a boat enforcing fishing law, he is also checking buoys and maintaining traffic on waterways, that maintains what is left of our merchant marine in America. To a large extent, it is that multi-mission concept of the Coast Guard that I think probably keeps it in transportation as opposed to some other place that it has sometimes been.

Mr. CARR. Thank you very much.

Mr. Foglietta.

Mr. FOGLIETTA. I thank you, Mr. Chairman.

I welcome my former colleagues of the Merchant Marine Committee today.

Mr. Tauzin, you stated in your statement that you recommended—the committee recommended five years ago, approximately five years ago, to close down Curtis Bay Coast Guard.

Mr. TAUZIN. Actually the Coast Guard recommended it. It was the Coast Guard who made that recommendation five years ago.

Mr. FOGLIETTA. From what I understand, there is also money now for upgrading of that yard. And how do you reconcile the fact they wanted to close it five years ago and now they are asking for more money to upgrade it? What do you see as the reasons for closing it down?

Mr. TAUZIN. The reason we are closing it down, of course, is that there are many available yards that the Coast Guard can use when it does need a dry-dock facility. Other agencies of government contract out to the yards when they have those requirements.

The reason they want to upgrade it is if they want to keep it, they have to upgrade it somehow. They can't keep it in the dilapidated state it is in now. They are either going to have to bring in some new dry docks or upgrade it to keep it.

You ought to seriously look at something in between what they are recommending and what——

Mr. FOGLIETTA. How did the change in heart come about to closing to not closing and upgrading?

Mr. TAUZIN. Because there was a strong local support to keep Curtis Bay Yard open, and I don't have to name names to tell you that there are some people who would love to keep it open because of its local impact on the economy and the importance of that yard to people who work there.

My point is that we are at this point now, if we keep it, we are going to have to do something. We are going to have to upgrade it somehow. I suggest you might find more efficient ways to upgrade it other than going to hydraulic lifts.

There are dry-docks available, yards that you shut down around America. You might want to do that. You might want to do what the Coast Guard recommended five years ago, and that is to say, let's start using contract yards.

Mr. FOGLIETTA. If you do, keep Philadelphia in mind, would you?

Mr. TAUZIN. I got you.

Mr. FOGLIETTA. When I was a Member of the committee, I remember, I just can't think of the name of the vessel which was lost at sea, and we lost 30 lives. We found then to the surprise of many Members of the committee that there was no system to be tracking these ships to determine just where they are in different spots of the earth.

We can do it with planes, we can do it with other—but we just can't do it with them, unless they were calling in themselves each day, then we were able to track them. If there is no calling in, we were not able to know where they were, and if they were in distress, there was no way to know where they were and how we can help them.

I think you are suggesting or the committee was suggesting at the time a new system to track those ships. What is the status of that?

Mr. TAUZIN. The GPS satellite location is now available and is being implemented. As your own Chairman pointed out, even small vessels now can buy the kind of equipment over the counter that will assist in that.

In addition, the Coast Guard's program to upgrade vessel traffic systems across America is designed to do exactly that. It has not relied upon the old systems whereby vessels called in and said, Where am I and where is the next guy around the bend. It is a system of radar, satellite positioning, and even television cameras in close quarters, so that at a headquarters in a port or in that area, the Coast Guard can actually monitor traffic and warn traffic in advance of the potential for collision.

Mr. FOGLIETTA. Therefore, you are saying if the ships are equipped with the proper equipment, then you can know where each ship is?

Mr. TAUZIN. You can know within several feet today.

Mr. FOGLIETTA. Is that a requirement in United States flagged vessels that they have that equipment?

Mr. TAUZIN. I think it will be. They are implementing it right now, Tom. I think you will see in five years that will be a part of the regulation.

Mr. FOGLIETTA. It will not apply to foreign flagged vessels, unless it is some condition you put upon them?

Mr. TAUZIN. Within our waters, that is correct.

Mr. FOGLIETTA. Thank so very much.

Mr. TAUZIN. Thank you.

Mr. CARR. I would just indicate to my colleague that I think it is highly unlikely that you would actually need a regulation requiring these things. They are so inexpensive and they are going to be even less expensive. And you are not going to need a requirement.

Most people who navigate want these things just because they feel that it gives them an extra margin of safety for very little cost.

Mr. TAUZIN. Mr. Chairman, of course, you are aware in the search and rescue how critical it is for all the Reservists to get out there quickly and answer a call. These devices are going to be essential.

Mr. CARR. People are going to be using them so when they give a May Day, they will give an exact location.

Mr. TAUZIN. By the foot.

Mr. CARR. The technology is so cheap today you don't need a regulation to have it.

Mr. FOGLIETTA. I am told that applies only to ships within a short range of the harbor.

Mr. TAUZIN. That is right.

Mr. FOGLIETTA. It does not apply to ships at sea.

Mr. TAUZIN. That is correct. But I suspect the Chairman is correct. I think ships at sea are going to want to have all that equipment on board and I think international conventions are moving in that direction.

Mr. CARR. I think ships at sea also. What we are trying to do now is figure out what the jurisdiction is going to be, because we want to internationalize and civilianize this thing.

We have global positioning worldwide today, and they didn't have to launch a new satellite so that people in the Persian Gulf driving tanks could have a hand held locator. It is up there today.

So anyway, thank you. We really do look forward to working with you on all these things. Thanks for coming over.

THURSDAY, MAY 6, 1993.

HOOSIER HEARTLAND CORRIDOR

WITNESSES

HON. JOHN T. MYERS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA

HON. STEVE BUYER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA

GLENN TANNER, PRESIDENT, INDIANA CORRIDOR ASSOCIATION

JEFF PORTER, HOOSIER HEARTLAND

TERRY BREWER, INDUSTRIAL CORRIDOR, INC.

Mr. CARR. Our next witnesses will be a duet led by our good, esteemed colleague of the committee, John Myers, and a new Member of Congress, Congressman Steve Buyer from Indiana.

Mr. MYERS. Mr. Chairman, thank you. Mr. Foglietta. I hope, Mr. Chairman, that you have testified before the reorganization committee. The kinds of things you were saying about our functions, which aren't aligned according to our committees or the overlapping jurisdictions, have to come to the Floor with two or three committees carrying part of the responsibilities. I hope you testified before the committee on that. Most of us have.

Mr. CARR. I would like to get over there. I seem to be stuck in this chair right here.

Mr. MYERS. That is important, too. I am glad you are here right now.

Mr. CARR. Maybe I can get some time.

Mr. MYERS. Well, this afternoon, Mr. Chairman, we have a group from the Hoosier Heartland Corridor, which is an area in central Indiana not too far from your home, which is growing rapidly and has a very poor highway system.

We have had this idea of a Hoosier corridor for a long time. Now it has become a possibility; it has been authorized.

Today, our newest Member of the Indiana delegation, Steve Buyer, has constituents of his who would like to testify on the Hoosier Heartland Corridor. The corridor actually starts or terminates in my district and goes across several congressional districts in Indiana. But Mr. Buyer will give the testimony today.

Thank you very much for hearing our witnesses today.

Mr. BUYER. Mr. Chairman, this is Mr. Glenn Tanner, Mr. Jack Porter, and Mr. Terry Brewer. Glenn Tanner is the President of the Indiana Corridor Association.

I want to share with you here, Mr. Chairman, this is the corridor, the Hoosier Heartland Corridor that stretches across northern Indiana through three congressional districts. Fort Wayne is Representative Jill Long, who has testified before your committee referencing the Hoosier lane corridor. This is the 5th congressional district here, and John's congressional district is right here in Lafayette.

What I would like to share with you is that in the 1991 ISTEA, this was declared a high-priority corridor. I have already submitted a written statement and many letters in support not only from the Governor of the State of Indiana and Frederick P'Pool, the Director of the Department of Transportation, but this project has broad-based political support.

I would like to highlight several points. First of all, this is a very, very important corridor to the rural economic health of northern Indiana. One point in particular that I would like to make is, when you look at the changing demographics of northern Indiana—and what I would submit to you, Mr. Chairman, this part of northern Indiana has tremendous small manufacturing base and auto parts industry—when you look at the changing demographics of northern Indiana, what you have here is these colored counties here are ones that have decreasing population in Indiana. You can see where the corridor runs across.

Now, we have a four-lane artery interstate that cuts across the top, one that cuts across the side, I–69 here and I–65 here, but nothing through here to help stabilize the infrastructure of the small manufacturing base we have.

Please also note, Mr. Chairman, that Grissom Air Force Base is here. There is U.S. 31 that goes up into Michigan from here. Grissom Air Force Base is a base realignment. The active wing will be leaving here soon. And that loss of Federal dollars is a tremendous impact to the contiguous counties all throughout that area.

There is a tremendous economic need. I notice that yesterday you had submitted to all the colleagues of the Congress your requirements before the committee. I would ask your procedural on that a little bit later.

But what I want to address to you, Mr. Chairman, is that this is a project that has tremendous broad-based support. The State of Indiana has stepped forward and said not only is this an on-line project and ready to go, but they have said that we will appropriate the 20 percent. We are only now awaiting on the Federal matching funds for the project.

So what we are doing is requesting—there is a $17 million shortfall for this year, and we are also asking—if I can turn to this here for you, Mr. Chairman—from the Fort Wayne to Huntington, right to here, has been completed. The Wabash to Peru has been completed. This red section here from Logansport to Lafayette hasn't even been started. The $17 million in request is for the Huntington to Wabash section and the Peru to Logansport section to complete that.

For two years, the State of Indiana has applied for feasibility grants from the Federal Highway Administration to begin preliminary work on the segment of Logansport to Lafayette. They have been turned down twice. The State of Indiana advises me they are going to try again.

What I would like to do is ask this committee, and I am hopeful the committee would consider funding $1.5 million necessary to initiate the process of segment by funding a feasibility study and design study from the Logansport to Lafayette section.

This is a beautiful section of the country, Mr. Chairman. It does go throughout Miami Valley basin. And to initiate the beginning of the study on that is tremendously important.

And I will advise the Chairman that for fiscal year 1995, the shortfall is $112 million for the on-line, ready-to-go project. So I guess I will be back next year too.

I will turn it over and yield to the President of the corridor, Mr. Glenn Tanner, for about 30 seconds.

Mr. TANNER. Thank you.

Chairman Carr, Members of the subcommittee, we appreciate the opportunity for us to appear in support of our elected members.

We have got a dangerous highway. These dangers have been verified a number of times, and it is holding down the economic growth, because we have the chance for firms to come in and seek new industrial sites, and they look at the access they have by highway, and they move on elsewhere. When they do that, why, we are without the economic growth, as has been demonstrated in the charts that the Congressman showed you.

We have had a number of studies on our corridors. These go back to 1976. And in that study it showed that the highways were inadequate and unsafe.

We had IUPU make a study and it said that in order to have economic growth, you have got to have a better highway. The latest study—and I am not going to go on about these studies—1987, there was the most complete study, and they recommended that this highway be improved immediately. It said, no highway in the State would pay for itself faster than this highway.

This unsafe highway has been put off and put off, and I say that we are driving 1993 cars with 1993 drivers who don't know how to drive on the old 1930 highways. Those highways don't have, at least in most of the area, don't have passing room for miles. They don't have the berm for the State Police to pull cars off to the side. They are unsafe.

I won't repeat what the Congressman has just given you, but I think we do require it. If we don't get the third leg going, we are going to have two projects complete, and they won't reach their full potential until we get that third leg. I hope you see fit to grant it to us.

Thank you.

[The prepared statement of Hon. Buyer follows:]

TESTIMONY OF CONGRESSMAN STEVE BUYER

SUBCOMMITTEE ON TRANSPORTATION APPROPRIATIONS

MAY 6, 1993

Mr. Chairman. Congressman Wolf. Distinguished Members of the Committee.

I appreciate the opportunity to appear before you today with my good friend, John Myers, to express my support for the Hoosier Heartland Corridor.

The Hoosier Heartland Corridor bisects almost the entire length of my district. It was authorized in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), as a Congressional High Priority Corridor. You have already heard from my colleague, Congresswoman Jill Long, in support of the Hoosier Heartland Corridor. This project has the support of the State Administration and I ask that a letter from Governor Evan Bayh be included in the hearing record. It also has bipartisan support among the Members of the Indiana delegation as well as support by the members in the other body.

I have heard from numerous community and business leaders in my district that this project is necessary to keep and attract industry to my District. I am pleased that joining me here today in support of this project are members of the Hoosier Heartland

Industrial Corridor, Inc.--Glenn Tanner, Jack Porter, and Terry Brewer. In North Central Indiana, there is no 4-lane highway that crosses the central portion of the State going East to West. A brief look at the maps will indicate that this project is necessary for the efficient transportation of goods. Many of these community leaders have contacted me in support of this project and I ask that their comments be included in the hearing record.

My District is losing a defense installation, Grissom Air Force Base. Being able to meet the transportation requirements of industry will be a key to attracting new employers to this region. This highway will be crucial to meeting the needs of prospective employers.

The State of Indiana is currently working on completing two segments of the project that, when complete, will provide a 4-lane highway from Fort Wayne to Logansport. For Fiscal Year 1994, the State has scheduled $22 million in construction and $1 million for right-of-way. While the State currently has $9 million in unobligated funds and will receive another $1.7 million from ISTEA designated appropriations beginning in FY 94, it will obligate all these funds toward its 1994 goals, and will still have a $17 million shortfall. I have included a detailed description from the Indiana Department of Transportation on the proposed use of these funds. I would hope the Committee would be able to look with favor upon this need in my State.

Further, Mr. Chairman, the segment from Logansport to Lafayette has not yet even been evaluated. This is a beautiful stretch of 2-lane road, very scenic and picturesque--suitable for a Sunday afternoon drive. It is not suitable as a road to move commerce and hence the need for this project. The State has applied for feasibility grants from the Federal Highway Administration to begin the preliminary work on this segment, but have been denied twice. While the State will try again, and I am hopeful that the third time will be the charm, I believe it is necessary to begin work on this segment in order to have a timely completion of the project. I would hope that the Committee would also be able to fund the $1.5 million necessary to initiate the process on this segment.

One final note, this project will also save lives. Some segments of the existing 2-lane roads have high accident rates. These proposed improvements will enhance safety and, thereby, save lives.

This is an important effort in my State and I appreciate the willingness of the Committee to consider this request.

OFFICE OF THE GOVERNOR
INDIANAPOLIS, INDIANA 46204 - 2797

EVAN BAYH
GOVERNOR

April 16, 1993

The Honorable Steve Buyer
United States House of Representatives
1419 Longworth House Office Building
Washington, D.C. 20515

Dear Steve:

As Department of Transportation Commissioner Fred P'Pool has discussed with you, the Hoosier Heartland Corridor project is in need of special federal funding in the 1994 appropriations act.

This important corridor for economic development in Indiana has been and continues to be a priority for this administration. However, the federal dollars dedicated for the Hoosier Heartland project are far short of that needed to fund the construction work that is to begin in 1994.

During fiscal year 1994, four lane construction will begin on the Logansport to Peru segment of the route at a cost of over $22 million. These construction costs are in addition to $1 million to be spent for land acquisition in 1994. This expenditure will exceed the federal demonstration funds for the Hoosier Heartland project by $17.3 million in 1994.

As you know, Representative Jill Long has requested funding for this corridor, and we have informed Representative John Myers of these funding needs. Hopefully, each member who's district is directly affected by the corridor will request funding for the project, thereby enhancing our ability to secure the funds.

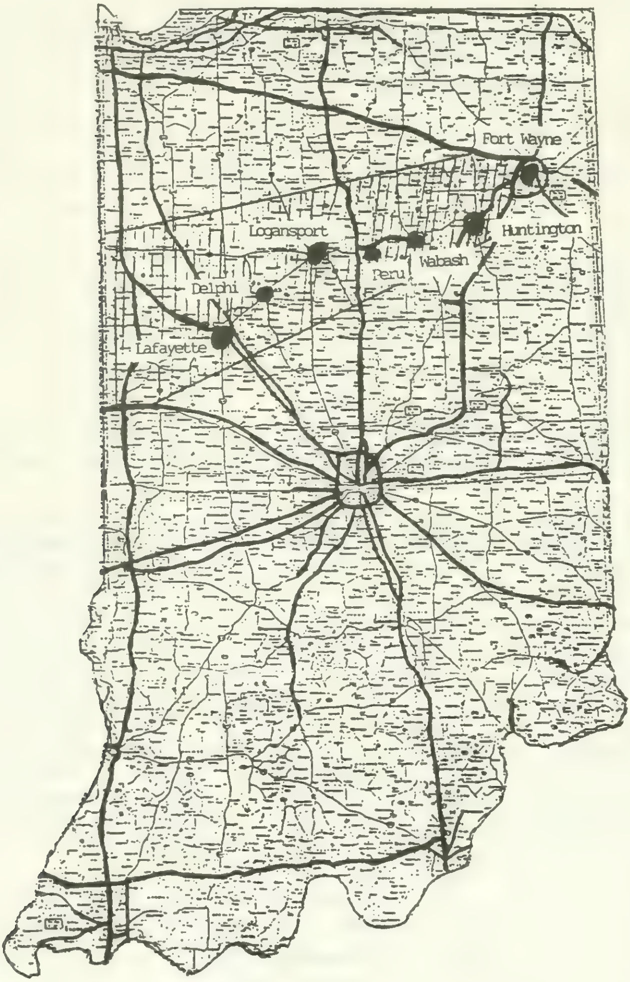
Sincerely,

Evan Bayh

PRINTED BY EMPLOYEES OF THE STATE OF INDIANA ON RECYCLED PAPER

HOOSIER HEARTLAND INDUSTRIAL CORRIDOR

Showing the void in the State Four Lane Highway System



April 20,1993

HOOSIER HEARTLAND
INDUSTRIAL CORRIDOR, INC.
P.O. BOX 872, WABASH, INDIANA 46992

April 19, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U. S. House of Representatives
Washington, D.C. 20515

Re: Hoosier Heartland Highway

Dear Chairman Carr:

The highway problem down the length of our corridor from Fort Wayne to Lafayette is one of long standing. For example in 1976 Boyd E. Phelps Inc consulting for the Indiana State Highway Commission (now Indiana Department of Transportation) reported that the highway US 24 from Wabash to Huntington with the existing alignment was totally inadequate to carry the traffic which existed then or or any future increase. Of the 15.5 miles on that stretch of road 7.55 miles carried a resticted "NO PASSING" limitation due to substandard vertical and horizontal alignment. Also shoulders were and still are narrow or virtually non-existent.

The same report pointed out the high accident rate along this route, well above the state average. With but a few minor changes the highway stands today as it did then. We are driving faster 1993 cars on 1930 roads. It is unsafe and firms investigating our cities as possible new plant locations turn away and find better infastructure elsewhere.

Nine years ago spurred by the need to improve the economic base of the intermediate communities in our corridor, we formed this association, and since have enjoyed 100% backing and cooperation of the cities from Fort-Wayne to Lafayette. We have sought funds and approval at both state and federal levels. Indiana in 1988 authorized the projects between Wabash and Huntington and between Peru and Logansport and allocated some stating funds for a

Feasibility Study. In each of the years 1988-91 your committee awarded appropriations from the general fund which have totaled $9,528,000. Then in 1991 the Intermodal Transportation Efficiency act authorized the improved highway of four lanes from Fort-Wayne to Lafayette and listed as a high priority corridor. The listed grants from the highway fund totaling $9,500,000. to be spread over the years 1992-97.

These Federal appropriations have each in their turn been welcome and they certainly have assisted Indiana Department of Transportation in planning and designing the two portions of the highway listed above. These amounts however do not appreciably approach the levels of funds needed in the next two years for these active projects. Indiana Department of Transportation lists a need of $17 million for 1994 and $137 million for 1995 when the final land acquisitions and most of the construction will be done.

We would hope that you would this year appropriate the $17 million required for the present projects. In addition we would like to see another $1.5 million to finance the Feasibility and Design Study for the third required project from Logansport to Lafayette. Without this last leg the present projects and present highways would result in almost a dead-end road since it would empty into another narrow two lane road that must be traversed to reach Lafayette and Interstate 65.

You have seen the graphs showing that the counties between Fort-Wayne and Lafayette have been experiencing negative growth while other sections of the state with access to modern highways have continued to grow. I am afraid our economies will continue to suffer until we obtain the final link and the complete road of four lanes the length of our corridor.

Glenn A Tanner
Glenn A. Tanner
President

Jack Porter
Jack Porter
Vice President

CITY OF WABASH
DALLAS L. WINCHESTER
MAYOR

CITY HALL
111 S. WABASH ST.
WABASH, IN 46992

(219) 563-4171
FAX (219) 563-0876

April 19, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

RE: U.S. 24 - Hoosier Heartland Industrial Corridor

Dear Sir:

The Hoosier Heartland Industrial Corridor is the number one priority for the City of Wabash. It is extremely difficult to attract and/or keep industry in my community.

With the construction of U.S. 24 and making this highway into four lanes, it allows our industry and business access to other four lanes - such as I 65 and I 69. We lost one large industry (over 600 jobs) and the poor highway system in our area, was one of the reasons given to us.

The accident record of U.S. 24 between Wabash and Huntington is horrifying. Over the past several years many people have been killed. The highway is narrow, two lane, with narrow shoulders and drop offs.

Not only my community, but all of the communities along the U.S. 24 Corridor have been waiting and hoping to have this highway improved. It is sometimes hard to understand the importance of things to an area, but this is extremely important to all of us.

Thank you very much for your help and understanding. If I can ever be of service to you, please contact me immediately.

Sincerely,

Dallas L. Winchester
Mayor

DLW/mh

cc: Glenn A. Tanner

WABASH
Economic
Development
Corporation

April 20, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

Dear Chairman Carr:

This refers to the appropriations for the Hoosier Heartland highway. I understand that Indiana Congressman Steve Buyer and other interested parties' will present testimony before your subcommittee on May 6, 1993 concerning this project.

The Wabash Economic Development Corporation (WEDCOR) has and continues to strongly support this vital project to improve the US #24 - SR #25 corridor between Fort Wayne and Lafayette, Indiana. This support is a concentrated and united effort of our organization, along with our sister counties, communities, economic development agencies and various other interested parties. We urge Congress and the Federal Highway Administration to continue to fund this already established program and its scheduled construction timetable. This action will provide our entire region with one of our most important economic development tools - **an adequate highway system!** WEDCOR has been advised by industrial prospects many times over the past 8 to 15 years that while they liked our county, the existing highway system is **woefully inadequate** for their purposes; consequently, they have located their facilities somewhere else. Today's manufacturing technology is rapidly changing and one of the results of this change is **less** employment in our existing industries. We **must** locate new industry to just **stay even**!

We do not have the luxury of an existing or contemplated interstate highway at our doorstep. The planned improvements of this corridor will at the **very least** permit us to have a modern artery to both I-69 and I-65.

Your valuable assistance in this project is appreciated. Please let me know if I or WEDCOR can supply you and your committee with any additional information and/or details.

Sincerely,

L.S. Hickman, Jr.
Executive Director

Wabash
AREA CHAMBER OF COMMERCE

TEN YEARS
ACCREDITED
CHAMBER OF COMMERCE

April 7, 1993

The Honorable Bob Carr
Chairman
House Appropriations Sub-Committee on Transportation
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

From the time the efforts of the Hoosier Heartland Industrial Corridor, Inc. began for the completion of the four-lane improvements to U.S. Highway 24 between Fort Wayne and Lafayette, Indiana, the Wabash Area Chamber of Commerce has strongly supported it. Our county has a very strong economic development group (Wabash Economic Development Corporation) working in a very competitive marketplace. As I am sure you are aware, corporations looking to expand or relocate demand interstate accessibility. This project is a vital marketing tool for all communities along the corridor. Without it my fear is that the economic growth of our area will nose dive.

I respectfully request that your committee seriously consider the future of all the corridor communities as it makes its appropriations. Please do not let this project die.

Thank you for your time and consideration.

Sincerely,

Bruce A. Storm

Bruce A. Storm
Executive Director

67 South Wabash St. • P.O. Box 371 Wabash, Indiana 46992 219-563-1168

Wabash
AREA CHAMBER OF COMMERCE

TEN YEARS
ACCREDITED

April 7, 1993

The Honorable Bob Carr
Chairman
House Appropriations Sub-Committee on Transportation
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

From the time the efforts of the Hoosier Heartland Industrial Corridor, Inc. began for the completion of the four-lane improvements to U.S. Highway 24 between Fort Wayne and Lafayette, Indiana, the Wabash Area Chamber of Commerce has strongly supported it. Our county has a very strong economic development group (Wabash Economic Development Corporation) working in a very competitive marketplace. As I am sure you are aware, corporations looking to expand or relocate demand interstate accessibility. This project is a vital marketing tool for all communities along the corridor. Without it my fear is that the economic growth of our area will nose dive.

I respectfully request that your committee seriously consider the future of all the corridor communities as it makes its appropriations. Please do not let this project die.

Thank you for your time and consideration.

Sincerely,

Bruce A. Storm
Executive Director

67 South Wabash St. • P.O. Box 371 Wabash, Indiana 46992 219-563-1168

Wabash County Convention
& Visitors Bureau
P.O. Box 746, Wabash, Indiana 46992
(219) 563-1168

April 12, 1993

The Honorable Bob Carr
Chairman
House Appropriations Sub-Committee on Transportation
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

Since 1990, the Tourism office has been directly involved with 53 tour groups visiting the County. From that number, a large portion have been from the Fort Wayne area. These have been senior citizens, home demonstration clubs and school children.

Tourism is a vital part of Wabash County economic growth. Two establishments alone took in $1,925.00 in lunches due to the tour groups visiting in 1992. One convention held during the same year brought $1,700 into the community. This did not include shopping. It is very essential that the four-lane improvements to U.S. Highway 24 become a reality soon to improve the accessibility of our community.

Speaking on behalf of the Wabash County Tourism Commission, I urge you to do everything in your power to see that this project comes into focus.

Thank you for all your efforts in this matter.

Sincerely,

Trula Frank

Trula Frank
Executive Director

THE HUNTINGTON COUNTY CHAMBER OF COMMERCE
12 West Market Street
Huntington, IN 46750

TELEPHONE
219/356-5300

FAX
219/356-5434

April 14, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Carr,

On behalf of the Board of Directors of the Huntington County Chamber of Commerce, I would like to express our continuing support for the Hoosier Heartland Highway. Location and highway system are probably the greatest determining factors as to where industry locates.

The communities along this corridor have suffered economically for many years due to an insufficient highway system. In the past, these cities prospered as a result of the jobs created by the railroads and the excellent salaries that were generated. These positions have long been gone, but due to an inadequate road system, the communities have never recovered.

We hope that you will give this 1994 appropriation your most serious consideration. Without this highway, these communities may not survive.

Sincerely,

Barbara Hancher

Barbara B. Hancher
President

CITY OF PERU MAYOR'S OFFICE

DAVID R. LIVENGOOD, MAYOR

35 SOUTH BROADWAY, PERU, INDIANA 46970 (317) 472-2400

April 13, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

Dear Representative Carr:

This letter is in regards to the Hoosier Heartland Highway. I cannot stress enough how important it is to the City of Peru, Indiana to have this highway completed. We are in the process of losing Grissom Air Force Base by the end of the year. As a result, the City of Peru will lose many jobs, and I am sure that our population will drop in size. We are working very hard to try and keep the job base that we have now, and trying to attract new industries to create new jobs on a daily basis, but the competition is almost overwhelming.

We need as much help as we can get to keep Peru growing, and I feel that the Hoosier Heartland Highway is a must for Peru and the State of Indiana.

I hope that you will use my letter as a testimony to the great need for this project, and keep me updated on the situation as it progresses through the committee.

Sincerely,

David R. Livengood

David R. Livengood
Mayor

DRL:djs

GCRA Grissom Community Redevelopment Authority
P.O. Box 398 • Peru, Indiana 46970 • Phone: 317-689-0159 • FAX: 317-689-0216

Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

April 13, 1993

Dear Mr. Chairman,

The original goal of the Hoosier Heartland Industrial Corridor was to improve the economic base of the communities in the Corridor. The completion of this modern highway from Ft. Wayne to Lafayette would halt the shrinkage of that base and enhance our ability to foster growth all along the corridor.

This growth would not only benefit every industry and business along this route, but with the downsizing of Grissom Air Force Base, there is even more interest generated about the completion of this very important highway. All of the potential prospects I talk to here at Grissom are very interested about this highway and ask about the completion date. These industrialists want to be able to have their employees get to and from work safely and, too, they want their supplies and their products shipped safely and on time, this being guaranteed by having good, dependable transportation routes available. Ft. Wayne and Lafayette are prospering while the smaller cities and towns are adversely affected in their quest for growth by not having the availability of a modern highway. Industries are looking for modern highways to locate warehouses and plants. Completion of US#24 between Ft. Wayne and Lafayette would give us in Miami County a crossroad effect of US#31 and US#24, making road shipping available in all directions, again making our redevelopment efforts more advantageous.

Hopefully, this project will not be delayed any longer. It is definitely needed for job growth and economic pickup, needed in these surrounding communities.

Sincerely,

Richard H. Blair
Coordinator

RHB/wo

Peru Miami County
ECONOMIC
DEVELOPMENT
CORPORATION

April 15, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

Dear Chairman Carr and Members of the Committee:

We in Miami County are pleased to supplement the testimony of the delegation that has requested a hearing on the Hoosier Heartland Industrial Corridor. One dozen communities dot the Corridor's path, and the interrelationships of these Hoosier communities is well established.

A decade ago, there was but one auto plant on I-65 and that operation was in financial trouble. Today, four major plants are on the route. Two were built from scratch and one moved into a vacant factory, and the oldest, a Ford Motor Company facility, was expanded and has seen millions of dollars invested to upgrade equipment.

Each operation was located along the interstate highway for a different reason. Nevertheless, the developments have made I-65 a rural automotive alley currently employing over 10,800 Hoosiers in these four facilities alone.

The Hoosier Heartland Industrial Corridor must also be an industrial alley. Our citizens are well-educated. Our work force is skilled and available. We have good schools and strong technical training, and we have a very popular quality of life environment. After BRAC II, we will also have a very good industrial park as Grissom Air Force Base realigns. Unfortunately, even though Miami County has two four-lane highways, we do not have the necessary ribbon of four-lane highways to connect all of these elements into a cohesive critical mass from Fort Wayne to Lafayette and beyond.

In 1989, Peru became home to four diversified new industrial plants; a boat manufacturer, an electronic testing equipment manufacturer for the steel and metals industry, an orthopedic instrument manufacturer and a Japanese automotive transplant warehouse. Each of these plant's administrators knew of the potential of and has use for a complete, modern four-lane highway between Fort Wayne and Lafayette, Indiana, connecting all major points north, south or distant.

P.O. Box 1100 • Peru, Indiana 46970 • 317-472-7470 • FAX 317-472-PERU (7378)

Presently, four more new industries are considering locating in Peru, but two existing plants are considering moving aa a result of current transportation problems that are being listed among the reasons for this consideration. It is our community's belief that if all of the state, local and Hoosier Heartland Industrial Corridor officials remain committed to the development of THE select route, all of our communities will benefit from safety upgrades, rural economic development and the necessary tourism, retail and service sector potential to make a real "Industrial Corridor".

It should be noted here for the record that much of rural America's lack of economic development is due to the stubbornness of small communities to band together for the good of the region. Such was the case a decade ago here when the Hoosier Heartland Industrial Corridor concept was first promoted and our Corridor communities could not agree on a route, thus the entire project came to a sudden halt. As you are indeed aware, this uncooperative attitude has been entirely replaced with a total professional and supportive one.

Thank you for your vote of support in your 1988, 1989 and 1990 appropriations, and we appreciate your continued support for this significant project.

The lessons learned in rural America are often from "hard knocks", but this project is an outstanding example of good old fashioned Hoosier "stick-to-itiveness", and, therefore, demonstrates what can be accomplished when all parties are working toward bringing a common goal to a reality.

I-65 became the industrial corridor of the 1980's, much because transportation is important, and this four-lane route was already in place. The Hoosier Heartland Industrial Corridor, if constructed as scheduled, will be a major influence in the economic development growth of our rural area.

Again, thank you for your consideration, and we look forward to seeing all of you at some of our future groundbreakings!

Sincerely yours,

Steven W Rockwell

Steven W. Rockwell, CID/CED
Executive Vice President

SWR/ldr

Peru Area Chamber of Commerce
2 North Broadway, Suite 202 Peru, Indiana 46970 317·472·1923

April 19, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U. S. House of Representatives
Washington, D. C. 20515

Dear Representative Carr,

For over 30 years the citizens of north-central Indiana have been expressing the need for a continuous 4-lane modern highway from Fort Wayne to Lafayette. Over 5 years ago the Hoosier Heartland Industrial Corridor Association was founded to work toward the goal of building the highway. New highways are needed from Huntington to Wabash and Peru to Lafayette.

An improved roadway is a necessity for two main reasons:

1. The present winding road has a high accident rate. It is unsafe to drive from Huntington to Wabash at night.

2. In order for our area to recover economically, we need new industries and businesses and help for existing industries and businesses. A modern access for incoming materials and outgoing products is imperative.

We ask that you do everything in your power to see that funding is available for this project to continue. We appreciate your consideration.

Very truly yours,

Governmental Affairs Committee
Peru Area Chamber of Commerce

Donna Grate
Donna Grate, Chairwoman
Terry Brewer
Terry Brewer
Jack E Buckley
Jack Buckley
Troy Caldwell
Troy Caldwell
Joe C Fincher
Joe Fincher
Marie Frey
Marie Frey

Alice Hoover
Alice Hoover
Ricki Kozumplik
Ricki Kozumplik
Tom M. Kaig
Tom McKaig
Gary Ramer
Gary Ramer
Dan Tyler
Dan Tyler

Ruth E. Grider
Ruth E. Grider, Executive Director

cc: Glenn Tanner
Terry Brewer

City of Peru
Common Council
35 South Broadway • Peru, Indiana 46970

Jim Walker
Council Chairman
Peru/Miami Co. EDC
Peru Redevelopment Comm.
Peru Econ. Dev. Comm.
Cable T.V. Committee
Tax Abatement Review Comm.

Lance Gallahan
Councilman - At - Large
Aviation Committee
Utilities Service Board
Wage Negotiation Comm.
Tax Abatement Review Comm.

Jeff Butts
Councilman - District One
Miller Pool Committee
Tax Abatement Review Comm.

Stan Williams
Councilman - District Two
Solid Waste Commission
ADA Compliance Review Comm.
Wage Negotiation Comm.

Roger Martin
Councilman - District Three
Cable T.V. Committee
Civic Center Comm.

Mike Chittum
Councilman - District Four
CCRA
Street Dept. Rep.

Tom Gaddy
Councilman - District Five
Peru Plan Commission
Chamber of Commerce
Wage Negotiation Comm.

April 19, 1993

To Whom It May Concern,

We, the City of Peru Common Council, on behalf of the residents of Peru, Indiana, would like to express our support for the Hoosier Heartland Corridor Highway Project.

As you may already be aware, Peru has been experiencing very difficult economic times. Factories throughout the area have been downsizing, closing, and relocating.

The greatest adverse impact upon an already fragile economy has been the re-alignment of Grissom Air Force Base. This base is only 5 miles from the community. The loss of personnel from the base alone equals over 10% of our county's population.

Ironically, just 65 miles to the west and 65 miles to the east lie two growing, expanding communities. The new General motors truck plant in Fort Wayne and the new Subaru-Isuzu Automotive, Inc. factory in Lafayette have helped to provide unparalleled stimulus in those economies.

However, the route that traverses the state from Fort Wayne in the east and Lafayette to the west is mostly a series of quaint, rural, scenic state roads, interrupted occasionally by short sections of convenient 4-lane highway.

This is a major reason why Peru and many other surrounding communities have not benefited from the growth that our distant neighbors in both directions are experiencing.

For many years now, the new 4-lane state highway has been planned, mapped, and partially constructed. But as long as the route is mostly two-lane rural state roads, the area along the route between Fort Wayne and Lafayette will not benefit from their robust economies.

We strongly urge a *COMPLETION* of the Hoosier Heartland Highway Project. Our community and many others in the area desperately need for this transportation route to be completed. Only then can we begin to offer more attractive industrial and business expansion and location opportunities.

Without the completion of this route, these opportunities will mostly elude us. And our community may continue this devastating economic slide.

The citizens of Peru thank you for your attention to this critical issue.

BOARD OF COMMISSIONERS
MIAMI COUNTY
PERU, INDIANA 46970

BILL PAGE
CHAIRMAN

CHASE HUBER

GUY R. DEEDS

JAMES A. GRUND
COUNTY ATTORNEY

April 19, 1993

The Honorable Bob Carr, Chairman
House Appropriations Transportation Subcommittee
U. S. House of Representatives
Washington, D. C. 20515

Dear Representative Carr:

The Board of Commissioners of Miami County, Indiana respectfully seeks your support of the Hoosier Heartland Corridor project between Fort Wayne, Indiana and Lafayette, Indiana. The future economic growth of our community is dependent upon this highway project.

Funds made available for this project will enhance opportunities for economic development in this area. Opportunities to attract major new business, and to retain or expand our existing industry projects will be greatly advanced.

Please support this project on behalf of county government and its need to further economic development growth in the Miami County community.

Respectfully,

Bill Page
Bill Page, Chairman

Guy R. Deeds
Guy R. Deeds

Chase D Huber
Chase D. Huber

PHONE (317) 473-6651
FAX (317) 473-3074

BRYAN Steam Corporation
SINCE 1918

P. O. BOX 27
PERU, INDIANA, U. S. A. 46970

April 16, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U. S. House of Representatives
Washington, DC 20515

Dear Representative Carr:

Bryan Steam Corporation is a leading manufacturer of small and medium sized water tube boilers. We manufacture boilers for commercial use in various buildings such as hospitals, schools, and airports. We also produce equipment to be used in the processing industries.

We have been located in Peru, Indiana since 1918. Peru, Indiana is located at the intersection of U.S. 31, a modern four-lane road connecting South Bend to Indianapolis, and U.S. 24, a highway built much earlier in the century. Being located midway between Fort Wayne and Lafayette, two of the larger cities in Indiana, we are much dependent upon the quality of our roads connecting these cities. During this time, we have seen virtually all of our incoming and outgoing freight change from both railroad and truck transportation to trucks exclusively.

Over five years ago, the Hoosier Heartland Industrial Corridor Association was founded with the goal of completing the modernization of U.S. Highway 24. Although the section between Peru and Wabash is now four-lane, the Wabash to Fort Wayne and the Peru to Lafayette sections remain unfinished. The House Appropriations Subcommittee has in the past looked favorably upon the funding of this most important project.

The continued economic development of the communities located along this highway depends upon its successful completion. We ask that you do everything in your power to maintain or increase funding for this crucial project.

Sincerely,

Albert J. Bishop
President

AJB/lf

THE
CHAMBER
OF LOGANSPORT/CASS COUNTY

April 7, 1993

The Honorable Bob Carr, Chairman
The House Appropriations
Transportation Subcommittee
U. S. House of Representatives
Washington, D.C. 20515

RE: Hoosier Heartland Highway

Dear Representative Carr:

I am writing to you on behalf of the 382 members and the Board of Directors of the Logansport/Cass County Chamber of Commerce. It is our desire to encourage your committee to vote for the funding of the Hoosier Heartland Highway. This highway is a top priority for Logansport and Cass County. By the end of this year our community will have lost its largest employer. One of the most important things in the retention and recruitment of business is good roads. This is the one thing that is visibly lacking in North Central Indiana. From South Bend to Indianapolis there are no four lane highways that cross our state from East to West. Tying Fort Wayne to Lafayette will not only benefit our expansion efforts, but will allow more intra-state commerce between our state boarders. This highway has been in process for over twenty-one years, please do not make us wait another twenty-one years to see it completed.

Thank you for your consideration in this matter.

Sincerely,

Georganna Hull

Georganna Hull
Executive Director

pc: Glenn Tanner
file

300 E. BROADWAY, SUITE 103 LOGANSPORT, INDIANA 46947 (219) 753-6388

City of Lafayette
Office of the Mayor
James F. Riehle

April 20, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D. C. 20515

Dear Chairman Carr:

I am pleased for the opportunity to submit a written statement in support of the "Hoosier Heartland Corridor" project. The goal of the project is to provide a modern highway from Ft. Wayne, Indiana to Lafayette, Indiana, passing near or through the Indiana cities of Huntington, Wabash, Peru, Logansport and Delphi.

Ft. Wayne and Lafayette are growth areas of Indiana and the midwestern part of our country. A large General Motors facility has been constructed and is in operation at Ft. Wayne and the large SIA (Subaru-Isuzu of America) auto assembly facility in Lafayette began production in September, 1989. The capacity of the existing highway system (State Roads 24 and 25) is stressed and will not meet the traffic demands of the future. A modern highway will improve safety and will provide an economic stimulus to the communities along the route. The State of Indiana supports the project and I respectfully request favorable consideration of sufficient funds to continue the "Hoosier Heartland Corridor" project.

Sincerely,

James F. Riehle

James F. Riehle, Mayor
City of Lafayette

JFR:cg

cc: Glenn A. Tanner

20 North 6th Street
Lafayette, Indiana
47901-1411
317-742-8404
Fax 317-423-1070

CITY OF
WEST
LAFAYETTE

City Hall
609 West Navajo Street
West Lafayette, Indiana 47906
(317) 463-3571

April 12, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation
Subcommittee
U.S. House of Representatives
Washington, D. C. 20515

Dear Representative Carr:

I am writing to you in support for the Hoosier Heartland Highway appropriation. The realization of this artery would benefit our area economically because it would link us all in a superior and safe transportation mode.

The present routes to Ft. Wayne, forinstance, all involve heavily travelled two lane roads which are dangerous in the best of times and quite hazardous when the weather is bad.

Citizens in our area have waited a long time for some kind of improvement in this link and I would like to think this might be it.

Thank you for your support.

Sincerely yours,

Sonya Margerum

Sonya L. Margerum
Mayor

SLM:nd

PRINTED WITH SOY INK

THE CHAMBER
GREATER LAFAYETTE
CHAMBER OF COMMERCE

April 16, 1993

The Honorable Bob Carr, Chairman
House Appropriations Subcommittee on Transportation
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Carr,

The Greater Lafayette Chamber of Commerce is fully supportive of the Hoosier Heartland Highway road project. This upgrading of Indiana Highway 25 and U.S. 24 between Lafayette and Fort Wayne has been the focal point of our Chamber's efforts for a number of years. It is a major economic development link across Northern Indiana. It is an access point for many communities in North Central Indiana to Interstates 65 and 69.

The Greater Lafayette community needs this road so that our industry can access markets to the north and northeast via commercial carriers. Although Lafayette is at the western terminus of the proposed improvements, the cities of Delphi and Logansport, close neighbors of ours, will clearly have an economic benefit of being much more attractive to new business. Because of their gain we will additionally benefit.

As you are aware, this highway was a Congressionally Designated Highway under ISTEA. We ask for consideration for further funding of this most needed project.

I feel sure that our Congressman, John Myers, will comment positively about the project.

Thank you for your time and efforts in our behalf.

Sincerely,

E. Dana Smith
President

EDS/csk

P.O. Box 348
Lafayette, Indiana 47902-0348
Phone: 317-742-4041 • Fax: 317-742-6276

City of Logansport

City Building - Logansport, Indiana 46947
FAX (219) 753-4644

WILLIAM A. VERNON
MAYOR
753-2551

MARY LYNN BARNARD
CLERK-TREASURER
753-4745

FRANCIS J. PERRONE
DEPUTY MAYOR
753-2945

KELLY LEEMAN
CITY ATTORNEY
722-3881

DONALD A. CRAIN
STREET COMMISSIONER
753-4610

JOSEPH B. CASALINI
FIRE CHIEF
753-3101

JERRY J ARNOLD
POLICE CHIEF
753-6101

JOHN VERNON
CEMETERY SEXTON
753-7082

JERRY A DAVIS
PARK ADMINISTRATOR
753-7388

ROBERT NEWMAN, JR.
BUILDING COMMISSIONER
753-4381

GARY M SCAGNOLI
ZONING ADMINISTRATOR
753-4023

STEPHEN A EDSON
PLANNING DIRECTOR
753-7776

May 3, 1993

Dear Congressional Committee:

As Mayor of Logansport, Indiana, I certainly realize the importance of the completion of the Hoosier Heartland Corridor between Fort Wayne and Lafayette.

We are the largest third class city in Indiana that does not have a four lane highway passing through it or near it. This has been a factor that has been very detrimental to the city's economic growth.

Logansport at one time was a hub for the railroads, but that time has past and we no longer have access to all areas of the United States thru this method of transportation.

Any help we can receive from the federal government on the completion of this roadway would certainly be appreciated by the remaining citizens and will offer a plus factor in competition for new industry and return to an increase in our falling population.

Thank you for your consideration and any help you can offer.

Sincerely,

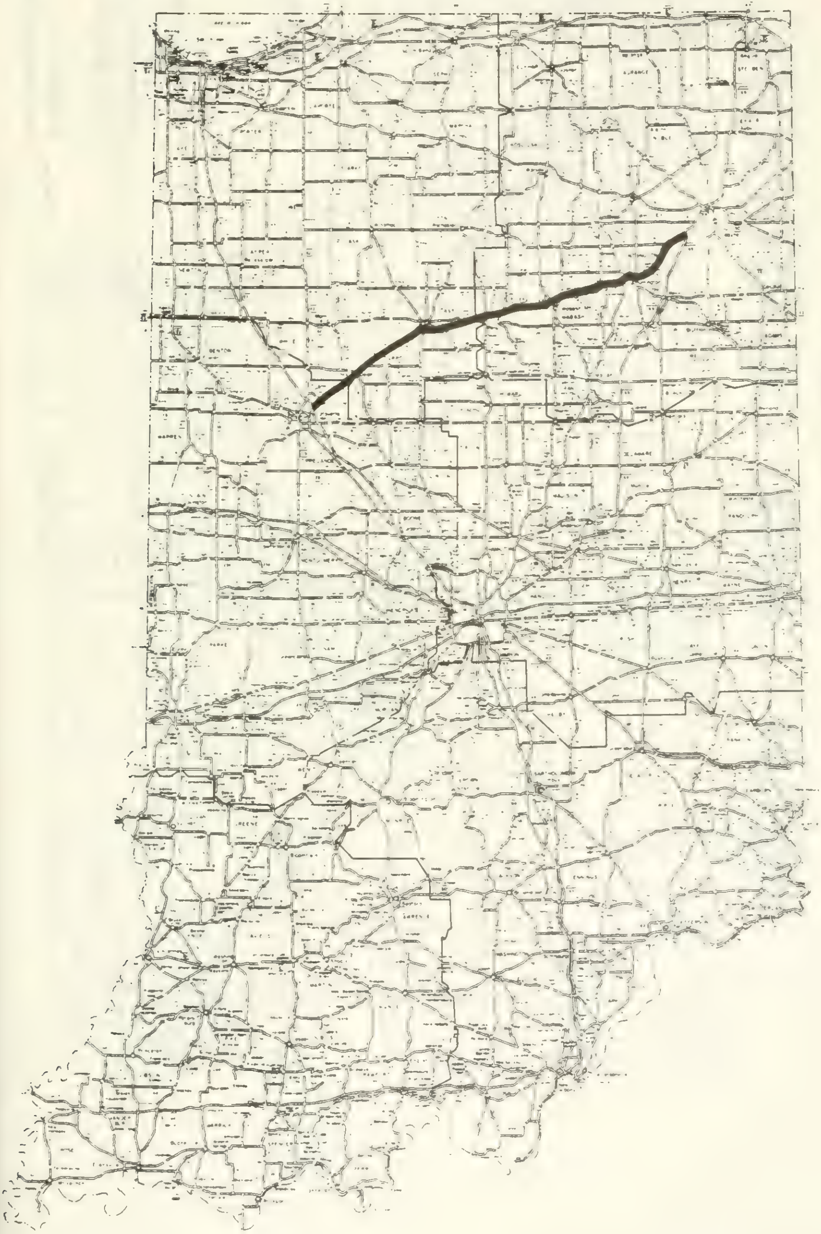
William A. Vernon br

William A. Vernon
Mayor
City of Logansport

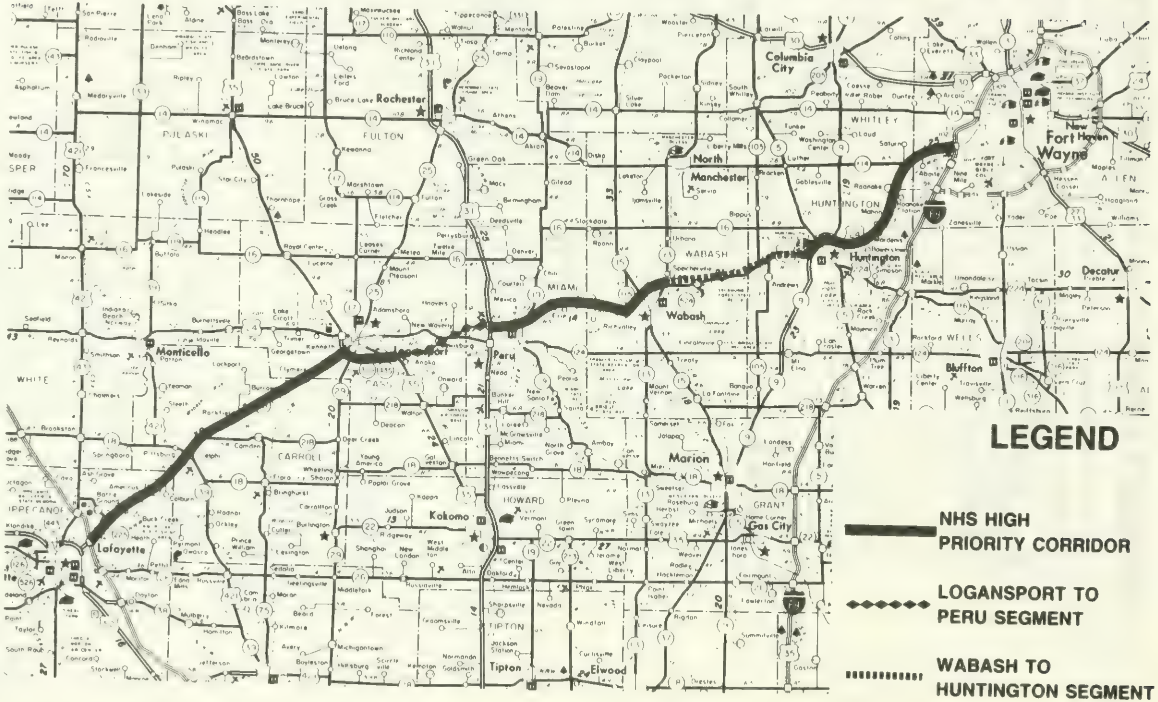
WAV/br

cc: file

HOOSIER HEARTLAND CORRIDOR



HOOSIER HEARTLAND CORRIDOR



The following is a status report on the Indiana Industrial Corridor Safety Demonstration project (Hoosier Heartland).

Congress has appropriated $12,036,000 to date for the Hoosier Heartland Highway Project. To date $2,960,361 has been obligated for preliminary engineering and Right-of-Way leaving a balance available for $9,075,639.

For 1993 it is estimated that Right-of-Way needs will be $2,000,000 and construction needs will be $2,800,000. This will give us a projected balance at the end of FFY 93 of $4,275,639.

For 1994, ISTEA has authorized an additional $1,748,000 for this project and we are scheduled for $22,352,000 of construction and $1,000,000 in right-of-way. This would result in a shortfall of $17,328,361 in FFY 94.

Construction schedules for FFY 95 call for $112,129,000.

HOOSIER HEARTLAND TOTAL COSTRUCTION COST PER SEGMENT

	1993	1994	1995
From Logansport to Peru			
Segment I From SR 29 to just E of CR 325 E at Logansport			$ 9,938,000
Segment II From 0.057 Mi E of CR 325 E to CR 500 E			$23,151,000
Segment III From CR 500 E to 0.06 Mile NE of Existing US 24	$2,800,000	$12,900,000	
Segment IV From 0.06 Mile NE of Existing US 24 to Cass/Miami Co Line		$ 9,452,000	
Segment V From Cass/Miami Co Line to N Interchange of US 24 & US 31	________	________	$26,104,000
Total	$2,800,000	$22,352,000	$59,193,000
From Wabash to Huntington			
Segment I From SR 13 To Largo Rd, In Wabash Co			$11,971,000
Segment II From Largo Rd, to CR 600 E, 2.0 MI W of Huntington Co Line			$10,292,000
Segment III From CR 600 E in Wabash Co to Huntington Co Line			$ 6,965,000
Segment IV From Wabash Co Line to SR 105 E JCT in Huntington Co			$11,476,000
Segment V From SR 105 E JCT to SR 9/37			$12,232,000
Total			$52,936,000

PREPARED BY:
The Division of Policy & Budget
Scheduling Unit
January 20, 1993

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                              HOOSIER HEARTLAND PROJECT UPDATE

            1/21/93                                                      Page  1
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US-24     FROM LOGANSPORT TO PERU                             Added Travel Lanes
          INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES
 US      FROM SR 29 TO JUST EAST OF CR 325 E AT
 24      LOGANSPORT                         FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
9020320  ADDED TRAVEL LANES               STP-146-4(    )         START......................Apr 90  C
         Cass                                                     START PLAN DEVELOPMENT....Sep 91  C
                          -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....Nov 92  C
                        Surface Trans Prog     $ 7,401            RIGHT-OF-WAY CLEAR........Jun 94
          4.000 MILE(S)   State Funds          $ 1,850            READY FOR LETTING.........Mar 95
         R/W CODE      ;# PARCELS               ------            LETTING...        ........Jun 95
                                               $ 9,251            PROJECT COMPLETE..........Nov 97
         DESIGNER: Steve Nezovich                          CONSULTANT: Bonar & Associates, Inc.
         INCLUDES DES # 9120321                              DISTRICT:  Laporte

 US      EBL BRIDGE OVER SR 329, 0.6 MILE E OF
 24      SR 29                              FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
9120321  BRIDGE RECONSTRUCTION            NH-146-4(    )          START......................Apr 90  C
         Cass                                                     START PLAN DEVELOPMENT....Sep 91  C
                          -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....Nov 92
                        National Highway       $   122            RIGHT-OF-WAY CLEAR........May 94
          0.000 MILE(S)   State Funds          $    31            READY FOR LETTING.........Mar 95
         R/W CODE      ;# PARCELS               ------            LETTING...        ........Jun 95
         35-09-4706                            $   153            PROJECT COMPLETE..........Nov 97
         DESIGNER: Hasmukh Patel                           CONSULTANT: Bonar & Associates, Inc.
         INCLUDEQ IN DES # 9020320                           DISTRICT:  Laporte

 US      WBL BRIDGE OVER SR 329, 0.6 MILE E OF
 24      SR 29                              FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
9120322  BRIDGE CONSTRUCTION              NH-146-4(    )          START......................Apr 90  C
         Cass                                                     START PLAN DEVELOPMENT....Sep 91  C
                          -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....Nov 92
                        National Highway       $   427            RIGHT-OF-WAY CLEAR........May 94
          0.000 MILE(S)   State Funds          $   107            READY FOR LETTING.........Mar 95
         R/W CODE      ;# PARCELS               ------            LETTING...        ........Jun 95
         35-09-7795                            $   534            PROJECT COMPLETE..........Nov 97
         DESIGNER: Hasmukh Patel                           CONSULTANT: Bonar & Associates, Inc.
         INCLUDED IN DES # 9020320                           DISTRICT:  Laporte


                   ***TOTAL FOR ABOVE SEGMENT***       $ 9,938

 US      FROM 0.057 MILE E OF CR 325 E TO
 24      CR 500 E                           FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
7302253  ROAD RELOCATION                  NH-144-6(    )          START......................Jan 76  C
         Cass                                                     START PLAN DEVELOPMENT....Apr 89  C
                          -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....Sep 93
                        National Highway       $12,240            RIGHT-OF-WAY CLEAR........Mar 95
          3.000 MILE(S)   S H R C I F          $ 3,060            READY FOR LETTING.........Mar 95
         R/W CODE      ;# PARCELS               ------            LETTING...        ........Jun 95
                                               $15,300            PROJECT COMPLETE..........Nov 97
         DESIGNER: Steve Nezovich                          CONSULTANT: Floyd E. Burroughs & Assoc.
         INCLUDES DES #'S 8902258, 8902259, 920225A, B, & C   DISTRICT:  Laporte
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                                    HOOSIER HEARTLAND PROJECT UPDATE

                 1/21/93                                                            Page  2
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US-24      FROM LOGANSPORT TO PERU                                    Road Construction
           INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES
 US       US 24 OVER CR 325E
 24                                               FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 920225A  BRIDGE RECONSTRUCTION               NH-144-6(   )           START.....................Jan 76  C
          Cass                                                        START PLAN DEVELOPMENT....Apr 89  C
                              -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....
                            National Highway       $   960            RIGHT-OF-WAY CLEAR........Mar 95
           0.000 MILE(S)    S H R C I F            $   240            READY FOR LETTING.........Mar 95
          R/W CODE      ;# PARCELS                  ------            LETTING...        ........Jun 95
          24-09-7801                               $ 1,200            PROJECT COMPLETE..........Nov 97
          DESIGNER: Hasmukh Patel                            CONSULTANT: Floyd E. Burroughs & Assoc.
          INCLUDED IN DES # 7302253                            DISTRICT:  Laporte

 US       US 24 OVER US 35
 24                                               FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 920225B  BRIDGE RECONSTRUCTION               NH-144-6(   )           START.....................Jan 76  C
          Cass                                                        START PLAN DEVELOPMENT....Apr 89  C
                              -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....
                            National Highway       $ 1,840            RIGHT-OF-WAY CLEAR........Mar 95
           0.000 MILE(S)    S H R C I F            $   460            READY FOR LETTING.........Mar 95
          R/W CODE      ;# PARCELS                  ------            LETTING...        ........Jun 95
          24-09-7800                               $ 2,300            PROJECT COMPLETE..........Nov 97
          DESIGNER: Hasmukh Patel                            CONSULTANT: Floyd E. Burroughs & Assoc.
          INCLUDED IN DES # 7302253                            DISTRICT:  Laporte

 US       BRIDGE RAMP, US 24 TO US 35 OVER
 24       CONRAIL RAILROAD                        FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 920225C  BRIDGE RECONSTRUCTION               NH-144-6(   )           START.....................Jan 76  C
          Cass                                                        START PLAN DEVELOPMENT....Apr 89  C
                              -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....
                            National Highway       $   601            RIGHT-OF-WAY CLEAR........Mar 93
           0.000 MILE(S)    S H R C I F            $   150            READY FOR LETTING.........Mar 93
          R/W CODE      ;# PARCELS                  ------            LETTING...        ........Jun 95
          24-09-2648                               $   751            PROJECT COMPLETE..........Nov 96
          DESIGNER: Hasmukh Patel                            CONSULTANT: Floyd E. Burroughs & Assoc.
          INCLUDED IN DES # 7302253                            DISTRICT:  Laporte

 US       US 24 OVER CONRAIL RAILROAD
 24                                               FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8902258  BRIDGE CONSTRUCTION                 NH-144-6(   )           START.....................Jan 76  C
          Cass                                                        START PLAN DEVELOPMENT....Apr 89  C
                              -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....
                            National Highway       $ 1,440            RIGHT-OF-WAY CLEAR........Mar 95
           0.000 MILE(S)    S H R C I F            $   360            READY FOR LETTING.........Mar 95
          R/W CODE      ;# PARCELS                  ------            LETTING...        ........Jun 95
          24-09-2635 EB & WB                       $ 1,800            PROJECT COMPLETE..........Nov 97
          DESIGNER: Hasmukh Patel                            CONSULTANT: Floyd E. Burroughs & Assoc.
          INCLUDED IN DES # 7302253                            DISTRICT:  Laporte
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                              HOOSIER HEARTLAND PROJECT UPDATE

          1/21/93                                                          Page  3
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US-24    FROM LOGANSPORT TO PERU                                  Road Construction
         INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES
 US      US 24 OVER MINNOW CREEK
 24                                         FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8902259 BRIDGE CONSTRUCTION            NH-144-6(   )            START.....................Jan 76  C
         Cass                                                    START PLAN DEVELOPMENT....Apr 89  C
                         -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....
                        National Highway       $ 1,440           RIGHT-OF-WAY CLEAR........Mar 95
          0.000 MILE(S)  S H R C I F           $   360           READY FOR LETTING.........Mar 95
         R/W CODE      ;# PARCELS              ------            LETTING...        ........Jun 95
         24-09-7599                            $ 1,800           PROJECT COMPLETE..........Nov 97
         DESIGNER: Hasmukh Patel                           CONSULTANT: Floyd E. Burroughs & Assoc.
         INCLUDED IN DES # 7302253                           DISTRICT:  Laporte


                   ***TOTAL FOR ABOVE SEGMENT***      $23,151

 US      FROM CR 500 E TO 0.06 MILE NE OF
 24      EXISTING US 24                     FY FOR FUNDING 94    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 7302311 ROAD RELOCATION                NH-146-5(   )            START.....................Jan 76  C
         Cass                                                    START PLAN DEVELOPMENT....Apr 89  C
                         -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....May 90  C
                        National Highway       $10,320           RIGHT-OF-WAY CLEAR........Aug 93
          5.600 MILE(S)  S H R C I F           $ 2,580           READY FOR LETTING.........May 94
         R/W CODE  2680;# PARCELS 074          ------            LETTING...        ........Aug 94
                                               $12,900           PROJECT COMPLETE..........Nov 95
         DESIGNER: Steve Nezovich                          CONSULTANT: American Consulting Engineers, Inc.
         INCLUDES DES # 8902312                              DISTRICT:  Laporte

 US      US 24 OVER THE WABASH RIVER
 24                                         FY FOR FUNDING 93    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8902312 BRIDGE CONSTRUCTION            NH-146-5(   )            START.....................Jan 76  C
         Cass                                                    START PLAN DEVELOPMENT....Apr 89  C
                         -$$-Construction Funding-$$             RLANS TO RIGHT-OF-WAY.....
                        National Highway       $ 2,240           RIGHT-OF-WAY CLEAR........Feb 93
          0.000 MILE(S)  S H R C I F           $   560           READY FOR LETTING.........Mar 93
         R/W CODE      ;# PARCELS              ------            LETTING...        ........Jun 93
         24-09-7600                            $ 2,800           PROJECT COMPLETE..........Nov 94
         DESIGNER: Hasmukh Patel                           CONSULTANT: American Consulting Engineers, Inc.
         INCLUDED IN DES # 8902311                           DISTRICT:  Laporte


                   ***TOTAL FOR ABOVE SEGMENT***      $15,700
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                                    HOOSIER HEARTLAND PROJECT UPDATE

                 1/21/93                                                             Page  4
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US-24      FROM LOGANSPORT TO PERU                                    Road Construction
           INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES
 US       FROM 0.06 MILE NE OF EXISTING US 24 TO
 24       CASS/MIAMI COL                               FY FOR FUNDING 94    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 7302481  ROAD RELOCATION                     NH-144-6(   )            START.....................Jan 76  C
          Cass                                                         START PLAN DEVELOPMENT....Apr 89  C
                              -$$-Construction Funding-$$              RLANS TO RIGHT-OF-WAY.....May 92  C
                            National Highway        $ 5,540            RIGHT-OF-WAY CLEAR........Jan 94
            .700 MILE(S)    S H R C I F             $ 1,385            READY FOR LETTING.........Feb 94
          R/W CODE      ;# PARCELS                   ------            LETTING...        ........May 94
                                                    $ 6,925            PROJECT COMPLETE..........Nov 94
          DESIGNER: Steve Nezovich                            CONSULTANT: Boyd E. Phelps, Inc.
          INCLUDES DES # 8902482                                DISTRICT:  Laporte

 US       US 24 OVER THE NORFOLK & SOUTHERN RR
 24                                                    FY FOR FUNDING 94    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8902482  BRIDGE REPLACEMENT                  NH-144-6(   )            START.....................Jan 76  C
          Cass                                                         START PLAN DEVELOPMENT....Apr 89  C
                              -$$-Construction Funding-$$              RLANS TO RIGHT-OF-WAY.....
                            National Highway        $ 2,022            RIGHT-OF-WAY CLEAR........Jan 94
           0.000 MILE(S)    S H R C I F             $   505            READY FOR LETTING.........Feb 94
          R/W CODE      ;# PARCELS                   ------            LETTING...        ........May 94
          24-09-2636                                $ 2,527            PROJECT COMPLETE..........Nov 94
          DESIGNER: Hasmukh Patel                             CONSULTANT: Boyd E. Phelps, Inc.
          INCLUDED IN DES # 7302481                             DISTRICT:  Laporte


                     ***TOTAL FOR ABOVE SEGMENT***        $ 9,452

 US       FROM CASS/MIAMI COL TO N INTERCHANGE
 24       OF US 24 AND US 31                           FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 7302471  ROAD RELOCATION                     NH-144-6(   )            START.....................Jan 76  C
          Miami                                                        START PLAN DEVELOPMENT....Apr 89  C
                              -$$-Construction Funding-$$              RLANS TO RIGHT-OF-WAY.....May 92  C
                            National Highway        $19,598            RIGHT-OF-WAY CLEAR........Feb 95
           2.100 MILE(S)    S H R C I F             $ 4,899            READY FOR LETTING.........Mar 95
          R/W CODE      ;# PARCELS                   ------            LETTING...        ........Jun 95
                                                    $24,497            PROJECT COMPLETE..........Nov 97
          DESIGNER: Steve Nezovich                            CONSULTANT: Boyd E. Phelps, Inc.
          INCLUDES DES # 8902474                                DISTRICT:  Laporte

 US       US 24 OVER US 31
 24                                                    FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8902474  BRIDGE CONSTRUCTION                 NH-144-6(   )            START.....................Jan 76  C
          Miami                                                        START PLAN DEVELOPMENT....Apr 89  C
                              -$$-Construction Funding-$$              RLANS TO RIGHT-OF-WAY.....
                            National Highway        $ 1,286            RIGHT-OF-WAY CLEAR........Feb 95
           0.000 MILE(S)    S H R C I F             $   321            READY FOR LETTING.........Mar 95
          R/W CODE      ;# PARCELS                   ------            LETTING...        ........Jun 95
          24-52-6597B&J                             $ 1,607            PROJECT COMPLETE..........Nov 97
          DESIGNER: Hasmukh Patel                             CONSULTANT: Boyd E. Phelps, Inc.
          INCLUDED IN DES # 7302471                             DISTRICT:  Laporte
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US-24	FROM LOGANSPORT TO PERU INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES		Road Construction
	TOTAL FOR ABOVE SEGMENT	$26,104	
	TOTAL FOR FROM LOGANSPORT TO PERU	$ 84,345 =======	

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                              HOOSIER HEARTLAND PROJECT UPDATE

              1/21/93                                                              Page  6
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US-24      FROM WABASH TO HUNTINGTON                                    Road Construction
           INCLUDES 5 ROAD SEGMENTS & 6 BRIDGES
 US       FROM SR 13 TO LAGRO RD, 3.5 MILES E OF
 24       SR 13 IN WABASH CO, SECTION I            FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
7200430   ROAD RELOCATION                      NH-146-0(    )          START......................May 88  C
          Wabash                                                       START PLAN DEVELOPMENT....Nov 89  C
                          -$$-Construction Funding-$$                  RLANS TO RIGHT-OF-WAY.....Apr 91  C
                        National Highway        $ 8,112                RIGHT-OF-WAY CLEAR........Jan 95
           3.500 MILE(S)    S H R C I F         $ 2,028                READY FOR LETTING.........Feb 95
          R/W CODE  2718;# PARCELS 030          ------                 LETTING...        ........May 95
                                                $10,140                PROJECT COMPLETE..........Nov 96
          DESIGNER: Steve Nezovich                               CONSULTANT: American Consulting Engineers, Inc.
          INCLUDES DES #'S 8900431 AND 8900432                     DISTRICT:  Fort Wayne

 US       BRIDGE OVER CONRAIL RAILROAD, 0.27
 24       MILE E OF SR 13                          FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900431   BRIDGE CONSTRUCTION                  NH-146-0(    )          START......................May 88  C
          Wabash                                                       START PLAN DEVELOPMENT....Nov 89  C
                          -$$-Construction Funding-$$                  RLANS TO RIGHT-OF-WAY.....
                        National Highway        $   823                RIGHT-OF-WAY CLEAR........Jan 95
           0.000 MILE(S)    S H R C I F         $   206                READY FOR LETTING.........Feb 95
          R/W CODE  2718;# PARCELS              ------                 LETTING...        ........May 95
          24-85-2632                            $ 1,029                PROJECT COMPLETE..........Nov 96
          DESIGNER: Hasmukh Patel                                CONSULTANT: American Consulting Engineers, Inc.
          INCLUDED IN DES # 7200430                                DISTRICT:  Fort Wayne

 US       BRIDGE OVER ENYEART CREEK, 1.45 MILES
 24       E OF SR 13                               FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900432   BRIDGE CONSTRUCTION                  NH-146-0(    )          START......................May 88  C
          Wabash                                                       START PLAN DEVELOPMENT....Nov 89  C
                          -$$-Construction Funding-$$                  RLANS TO RIGHT-OF-WAY.....
                        National Highway        $   642                RIGHT-OF-WAY CLEAR........Jan 95
           0.000 MILE(S)    S H R C I F         $   160                READY FOR LETTING.........Feb 95
          R/W CODE  2718;# PARCELS              ------                 LETTING...        ........May 95
          24-85-7587                            $   802                PROJECT COMPLETE..........Nov 96
          DESIGNER: Hasmukh Patel                                CONSULTANT: American Consulting Engineers, Inc.
          INCLUDED IN DES # 7200430                                DISTRICT:  Fort Wayne


                   ***TOTAL FOR ABOVE SEGMENT***       $11,971

 US       FROM LARGO RD 3.5 MILES E OF SR 13 TO
 24       CR 600 E 2.0 MILES W OF HUNTINGTON COL   FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900433   ROAD RELOCATION                      NH-146-0(    )          START......................May 88  C
          Wabash                                                       START PLAN DEVELOPMENT....Nov 89  C
                          -$$-Construction Funding-$$                  RLANS TO RIGHT-OF-WAY.....Dec 90  C
                        National Highway        $ 6,468                RIGHT-OF-WAY CLEAR........Oct 94
           3.100 MILE(S)    S H R C I F         $ 1,617                READY FOR LETTING.........Nov 94
          R/W CODE  2719;# PARCELS 013          ------                 LETTING...        ........Feb 95
          SECTION II                            $ 8,085                PROJECT COMPLETE..........Nov 95
          DESIGNER: Steve Nezovich                               CONSULTANT: Beam Longest & Neff, Inc.
          INCLUDES DES #'S 8900434 AND 8900436                     DISTRICT:  Fort Wayne
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US-24    FROM WABASH TO HUNTINGTON                                   Road Construction
         INCLUDES 5 ROAD SEGMENTS & 6 BRIDGES
 US      BRIDGE OVER LARGO CREEK, APPROX 4.1
 24      MILES E OF SR 13                      FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900434  BRIDGE CONSTRUCTION                NH-146-0(   )          START......................May 88  C
         Wabash                                                    START PLAN DEVELOPMENT....Nov 89  C
                   -$$-Construction Funding-$$                     RLANS TO RIGHT-OF-WAY.....
                  National Highway      $ 1,201                    RIGHT-OF-WAY CLEAR........Oct 94
          0.000 MILE(S)   S H R C I F   $   301                    READY FOR LETTING.........Nov 94
         R/W CODE  2719;# PARCELS        ------                    LETTING...        ........Feb 95
         24-85-7588                     $ 1,502                    PROJECT COMPLETE..........Nov 95
         DESIGNER: Hasmukh Patel                            CONSULTANT: Beam Longest & Neff, Inc.
         INCLUDED IN DES # 8900433                            DISTRICT:  Fort Wayne

 US      BRIDGE OVER RAGER CREEK, APPROX 2.5
 24      MILES W OF THE HUNTINGTON COL         FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900436  BRIDGE CONSTRUCTION                NH-146-0(   )          START......................May 88  C
         Wabash                                                    START PLAN DEVELOPMENT....Nov 89  C
                   -$$-Construction Funding-$$                     RLANS TO RIGHT-OF-WAY.....
                  National Highway      $   564                    RIGHT-OF-WAY CLEAR........Oct 94
          0.000 MILE(S)   S H R C I F   $   141                    READY FOR LETTING.........Nov 94
         R/W CODE  2719;# PARCELS        ------                    LETTING...        ........Feb 95
         24-85-7589                     $   705                    PROJECT COMPLETE..........Nov 95
         DESIGNER: Steve Nezovich                           CONSULTANT: Beam Longest & Neff, Inc.
         INCLUDED IN DES # 8900433                            DISTRICT:  Fort Wayne


             ***TOTAL FOR ABOVE SEGMENT***      $10,292

 US      CR 600 E IN WABASH CO 2.0 MILES W OF
 24      COL TO HUNTINGTON COL, SECTION III    FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900437  ROAD RELOCATION                    NH-146-0(   )          START......................May 88  C
         Wabash                                                    START PLAN DEVELOPMENT....Nov 89  C
                   -$$-Construction Funding-$$                     RLANS TO RIGHT-OF-WAY.....Dec 90  C
                  National Highway      $ 5,572                    RIGHT-OF-WAY CLEAR........Oct 94
          2.050 MILE(S)   S H R C I F   $ 1,393                    READY FOR LETTING.........Nov 94
         R/W CODE  2720;# PARCELS 013    ------                    LETTING...        ........Feb 95
                                        $ 6,965                    PROJECT COMPLETE..........Nov 96
         DESIGNER: Steve Nezovich                           CONSULTANT: Bernadin, Lochmueller & Assoc., Inc.
                                                              DISTRICT:  Fort Wayne


             ***TOTAL FOR ABOVE SEGMENT***      $ 6,965
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                                     HOOSIER HEARTLAND PROJECT UPDATE

          1/21/93                                                               Page  8
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US-24      FROM WABASH TO HUNTINGTON                                         Road Construction
           INCLUDES 5 ROAD SEGMENTS & 6 BRIDGES
 US       FROM WABASH COL TO SR 105 E JCT IN
 24       HUNTINGTON CO, SECTION IV                 FY FOR FUNDING 95     -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900438  ROAD RELOCATION                       NH-146-0(   )            START......................May 88  C
          Huntington                                                     START PLAN DEVELOPMENT....Nov 89  C
                            -$$-Construction Funding-$$                  RLANS TO RIGHT-OF-WAY.....Jan 91  C
                          National Highway       $ 9,181                 RIGHT-OF-WAY CLEAR........Jan 95
           2.520 MILE(S)  S H R C I F            $ 2,295                 READY FOR LETTING.........Feb 95
          R/W CODE  2721;# PARCELS 028            ------                 LETTING...        ........May 95
                                                 $11,476                 PROJECT COMPLETE..........Nov 96
          DESIGNER: Steve Nezovich                               CONSULTANT: Lawson-Fisher Associates, Inc.
                                                                   DISTRICT:  Fort Wayne


                     ***TOTAL FOR ABOVE SEGMENT***       $11,476

 US       FROM SR 105 E JCT TO SR 9/SR 37
 24       SECTION V                                 FY FOR FUNDING 95     -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900439  ROAD RELOCATION                       NH-146-0(   )            START......................May 88  C
          Huntington                                                     START PLAN DEVELOPMENT....Nov 89  C
                            -$$-Construction Funding-$$                  RLANS TO RIGHT-OF-WAY.....Sep 91  C
                          National Highway       $ 8,762                 RIGHT-OF-WAY CLEAR........Dec 94
           4.020 MILE(S)  S H R C I F            $ 2,190                 READY FOR LETTING.........Jan 95
          R/W CODE  2722;# PARCELS 029            ------                 LETTING...        ........Apr 95
                                                 $10,952                 PROJECT COMPLETE..........Nov 96
          DESIGNER: Steve Nezovich                               CONSULTANT: Butler, Fairman & Seufert, Inc.
          INCLUDES DES #'S 8900441 AND 8900442                     DISTRICT:  Fort Wayne

 US       BRIDGE OVER CLEAR CREEK
 24                                                 FY FOR FUNDING 95     -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900441  BRIDGE CONSTRUCTION                   NH-146-0(   )            START......................May 88  C
          Huntington                                                     START PLAN DEVELOPMENT....Nov 89  C
                            -$$-Construction Funding-$$                  RLANS TO RIGHT-OF-WAY.....
                          National Highway       $   424                 RIGHT-OF-WAY CLEAR........Dec 94
           0.000 MILE(S)  S H R C I F            $   106                 READY FOR LETTING.........Jan 95
          R/W CODE  2722;# PARCELS                ------                 LETTING...        ........Apr 95
          24-35-7590                             $   530                 PROJECT COMPLETE..........Nov 95
          DESIGNER: Hasmukh Patel                                CONSULTANT: Butler, Fairman & Seufert, Inc.
          INCLUDED IN DES # 8900439                                DISTRICT:  Fort Wayne

 US       BRIDGE OVER SILVER CREEK
 24                                                 FY FOR FUNDING 95     -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900442  BRIDGE CONSTRUCTION                   NH-146-0(   )            START......................May 88  C
          Huntington                                                     START PLAN DEVELOPMENT....Nov 89  C
                            -$$-Construction Funding-$$                  RLANS TO RIGHT-OF-WAY.....
                          National Highway       $   600                 RIGHT-OF-WAY CLEAR........Dec 94
           0.000 MILE(S)  S H R C I F            $   150                 READY FOR LETTING.........Jan 95
          R/W CODE  2722;# PARCELS                ------                 LETTING...        ........Apr 95
          24-35-7591                             $   750                 PROJECT COMPLETE..........Nov 95
          DESIGNER: Hasmukh Patel                                CONSULTANT: Butler, Fairman & Seufert, Inc.
          INCLUDED IN DES # 8900439                                DISTRICT:  Fort Wayne
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HOOSIER HEARTLAND PROJECT UPDATE

1/21/93 Page 9

US-24 FROM WABASH TO HUNTINGTON Road Construction

INCLUDES 5 ROAD SEGMENTS & 6 BRIDGES

TOTAL FOR ABOVE SEGMENT	$12,232
TOTAL FOR FROM WABASH TO HUNTINGTON	$ 52,936
	=======

INDIANA DEPARTMENT OF TRANSPORTATION
DEMONSTRATION PROJECTS
FUNDING BREAKDOWN

PROJECT: HOOSIER HEARTLAND CORRIDOR - US 24 LAFAYETTE TO FT. WAYNE

APPROPRIATION CODE: 503
INDUSTRIAL CORRIDOR

CURRENT AUTHORIZATIONS

LEGISLATION	FISCAL YEAR	FUNDING SOURCE	AVAILABLE AMOUNT	AMOUNT SPENT	BALANCE AVAILABLE
1988 APPROPRIATION	1989	GENERAL FUND	$1,000,000 (2)	$1,000,000	$0
1989 APPROPRIATION	1990	GENERAL FUND	2,378,000 (2)	722,836	1,655,164
1990 APPROPRIATION	1991	GENERAL FUND	2,550,000 (3)	1,237,525	1,312,475
1991 ISTEA (1)	1992	TRUST FUND	760,000	0	$760,000
1991 APPROPRIATION	1992	GENERAL FUND	3,600,000 (3)	0	3,600,000
1991 ISTEA	1993	TRUST FUND	1,748,000	0	1,748,000
TOTAL			$12,036,000	$2,960,361	$9,075,639

(1) TOTAL 6 YEAR AUTHORIZATION IS $9,500,000. 8% AVAILABLE FIRST YEAR, 18.4% EACH YEAR THEREAFTER.
(2) WABASH TO HUNTINGTON SEGMENT ONLY.
(3) LOGANSPORT TO PERU SEGMENT ONLY.

FUTURE AUTHORIZATIONS

LEGISLATION	FISCAL YEAR	FUNDING SOURCE	AVAILABLE AMOUNT
1991 ISTEA	1994	TRUST FUND	$1,748,000
1991 ISTEA	1995	TRUST FUND	1,748,000
1991 ISTEA	1996	TRUST FUND	1,748,000
1991 ISTEA	1997	TRUST FUND	1,748,000
TOTAL			$6,992,000

TOTAL CURRENT PLUS FUTURE AUTHORIZATIONS	$16,067,639

Mr. **Carr**. Thank you.

Do either of you gentlemen want to chime in here at all?

Mr. **Brewer**. Thank you, Mr. Chairman, for the opportunity to appear before your committee today.

I might just comment additionally on the economic straits in those communities across that corridor. The decreasing population that was represented on the colored map that Congressman Buyer showed you is also representative of jobs in those areas.

We have seen decreasing employment and increasing unemployment in those counties between Lafayette and Fort Wayne. And the economic committees that I serve on in all three counties, Wabash, Cass, and Miami, we do get the feeling from firms that are looking to expand their industries in those communities and decide to go elsewhere, or firms that come to those communities from the outside and then turn away, that transportation is one of the major issues.

They are looking for communities that have a good transportation network, and this two-lane highway is really a bottleneck and unsafe. We just feel that it is something that would really be good for the economic growth of these communities.

Thank you.

Mr. **Carr**. Do you know what your State highway department is going to do about this corridor with respect to the submission that all States have? Would this be on the State's plan for the national highway system?

Mr. **Myers**. Yes.

Mr. **Buyer**. As far as I know, it is.

Mr. **Tanner**. I verify that.

Mr. **Carr**. They were intending to submit that?

Mr. **Tanner**. Yes. It has been submitted and is on the map they are issuing.

Mr. **Buyer**. Mr. Chairman, if it is declared a congressional high priority corridor, by law wouldn't it be also?

Mr. **Carr**. Not necessarily. We are talking about—you have a designation in ISTEA which may or may not be relevant. What I am talking about is the fact that all States are going to be required to submit designations to the Federal Government fairly soon now. I was asking for the dates.

The national highway system—and the Secretary has an opportunity to increase that, I think by about 15,000 miles. And then the Congress has to approve it, I believe, by December sometime.

I was wondering whether the State was going to submit this corridor.

Mr. **Myers**. I thought it had been already.

Mr. **Buyer**. Are they having public hearings now? I spoke with Fred P'Pool, the Commissioner of the Department of Transportation, who assured me that the Governor would make this one of his top priorities for the State of Indiana.

Mr. **Carr**. The Secretary is going to submit to the Public Works Committee of the House and Senate their proposal for the national highway system. And the Secretary gets to add some mileage of his own, I believe.

The national highway system, that is right, the national highway system will be made up of 155,000 miles throughout the country, and he gets to add 15 percent on his own motion. So we would like to hear from your State highway officials about what their plans are.

In addition, we invite to you take a copy of our investment criteria, which this committee is going to be using in making these judgments. We have had over $2.5 billion worth of requests, John, for special earmarkings or demonstrations.

Mr. MYERS. We are not finished yet.

Mr. CARR. No, and we are going to have some more this afternoon; we will have another day's worth tomorrow. I know one Member that has a half a billion dollars' worth of request all by his or herself.

We have a big job here. I don't think we will have more than a billion dollars to divvy up. So we are going to apply these investment criteria the best we can, because we want to make sure that when we make a decision, we are not accused of pork barreling. We are going to have projects that will have a high economic output.

Mr. MYERS. We never use that word in our committee.

Mr. CARR. Well, you are better than we are.

Mr. MYERS. We get accused of it.

Mr. BUYER. Mr. Chairman, one thing I am very sensitive to is in fact the word "pork barreling." I look at this project as one that affects all of northern Indiana stretching through three congressional districts. Bipartisan support is absolutely incredible, not only from a Governor's office who is a Democratic Governor, but in Lafayette you have got the mayor who is a Democrat. The mayor of Logansport is a Democrat. The mayor of Peru is a Republican. Everybody is on line saying, yes, we want this.

Mr. CARR. And your colleague Jill Long.

Mr. BUYER. And my colleague Jill Long, absolutely. So all of Indiana recognizes that the health and well-being of the State of Indiana in the northern part of the State depends on this.

Mr. MYERS. Mr. Tanner mentioned this is a high-accident highway. Narrow, narrow bridges. It is a shame it hasn't been done already.

Mr. BUYER. As it stretches through the Wabash Valley basin, it is up, down, around hills, and impatient people are trying to get back and forth from work.

Mr. MYERS. Sightseers trying to see beautiful Indiana.

Mr. TANNER. One of your Members, Congressman Durbin, has traveled this road, and one of our meetings here, he said he verified that it was a very dangerous highway.

Mr. PORTER. Mr. Chairman, the whole area of northeastern Indiana doesn't have a good way to get to Lafayette, with Purdue University with 35,000 students. And it has been a real bottleneck to a great portion of the State, that they can't get to the football games.

Mr. CARR. Well, in my district, sir, East Lansing-

Mr. BUYER. We threw out the wrong one, Jack.

Mr. CARR. We have sympathy for Purdue, but it is not the kind you mention.

Mr. MYERS. They would like to get down and see football at Purdue because you can't always get to see Football at East Lansing.

Mr. BUYER. He wants to see a Michigan game at Purdue.

Mr. **Carr**. We better not further this tug of war. Thank you.

Mr. **Myers**. The committee has received a series of letters from some of the public officials and we ask that they be put in the record.

Mr. **Buyer**. Would you like us to submit additional testimony?

Mr. **Carr**. Yes, whenever you can.

[**Clerk's note**.—A letter from the Hon. Long and additional letters and information as requested by the Hon. Myers and Buyer follow:]

JILL LONG, M.C.
6th District Indiana

AGRICULTURE COMMITTEE
VETERANS' AFFAIRS COMMITTEE
SELECT COMMITTEE
ON HUNGER

Congreſs of the United States
House of Representatives
Washington, D.C. 20515

WASHINGTON OFFICE
1513 Longworth Building
Washington, D.C. 20515
(202) 225-4436

DISTRICT OFFICES
1300 South Harrison Street
Room 3106
Federal Building
Fort Wayne, Indiana 46802
(219) 424-3041

105 East Mitchell
Kendallville, Indiana 46755
(219) 347-5471

1190 U.S. 27 North
Berne, Indiana 46711
(219) 589-8080

April 22, 1993

The Honorable Bob Carr
Chairman, Appropriations
Subcommittee on Transportation
2358 Rayburn HOB
Washington, D.C. 20515 BY HAND

Dear Mr. Chairman:

As you know, I testified before your Subcommittee on March 24 of this year in support of the widening of U.S. 24 from Fort Wayne to Lafayette, Indiana -- commonly referred to as the Hoosier Heartland Industrial Corridor. I understand that Congressman Buyer and Congressman Myers will also testify before your Subcommittee in this regard.

This project, which was authorized in the Intermodal Surface Transportation Efficiency Act of 1991, is a high priority for the Indiana Department of Transportation (INDOT). Widening U.S. 24 will provide a more accessible route to the communities along this roadway, which currently experience difficulties in promoting future economic development. In addition to the economic aspects resulting from the widening of U.S. 24, this important project will ensure the future safety of motorists who use U.S. 24 -- a roadway which is currently laden with hazardous hills and curves.

The INDOT construction schedule for this project suggests that a $17 million shortfall will occur by the end of Fiscal Year 1994, which would impede future construction activity along the route. While I fully understand the budgetary constraints that your Subcommittee faces, improving this roadway will help to revitalize a depressed area in rural Indiana, while realizing President Clinton's goal to increase investment in our nation's infrastructure.

Any assistance that your Subcommittee is able to provide for the Hoosier Heartland Industrial Corridor in Fiscal Year 1994 would be greatly appreciated. I respectfully request that this letter be made part of the hearing record on the day that my colleagues from Indiana testify before your Subcommittee in this regard.

In advance, thank you for your consideration of this matter.

With best wishes.

Sincerely,

Jill Long

JILL LONG
Member of Congress

Printed on Recycled Paper

OFFICE OF THE GOVERNOR
INDIANAPOLIS, INDIANA 46204 - 2797

EVAN BAYH
GOVERNOR

April 16, 1993

The Honorable Steve Buyer
United States House of Representatives
1419 Longworth House Office Building
Washington, D.C. 20515

Dear Steve:

As Department of Transportation Commissioner Fred P'Pool has discussed with you, the Hoosier Heartland Corridor project is in need of special federal funding in the 1994 appropriations act.

This important corridor for economic development in Indiana has been and continues to be a priority for this administration. However, the federal dollars dedicated for the Hoosier Heartland project are far short of that needed to fund the construction work that is to begin in 1994.

During fiscal year 1994, four lane construction will begin on the Logansport to Peru segment of the route at a cost of over $22 million. These construction costs are in addition to $1 million to be spent for land acquisition in 1994. This expenditure will exceed the federal demonstration funds for the Hoosier Heartland project by $17.3 million in 1994.

As you know, Representative Jill Long has requested funding for this corridor, and we have informed Representative John Myers of these funding needs. Hopefully, each member who's district is directly affected by the corridor will request funding for the project, thereby enhancing our ability to secure the funds.

Sincerely,

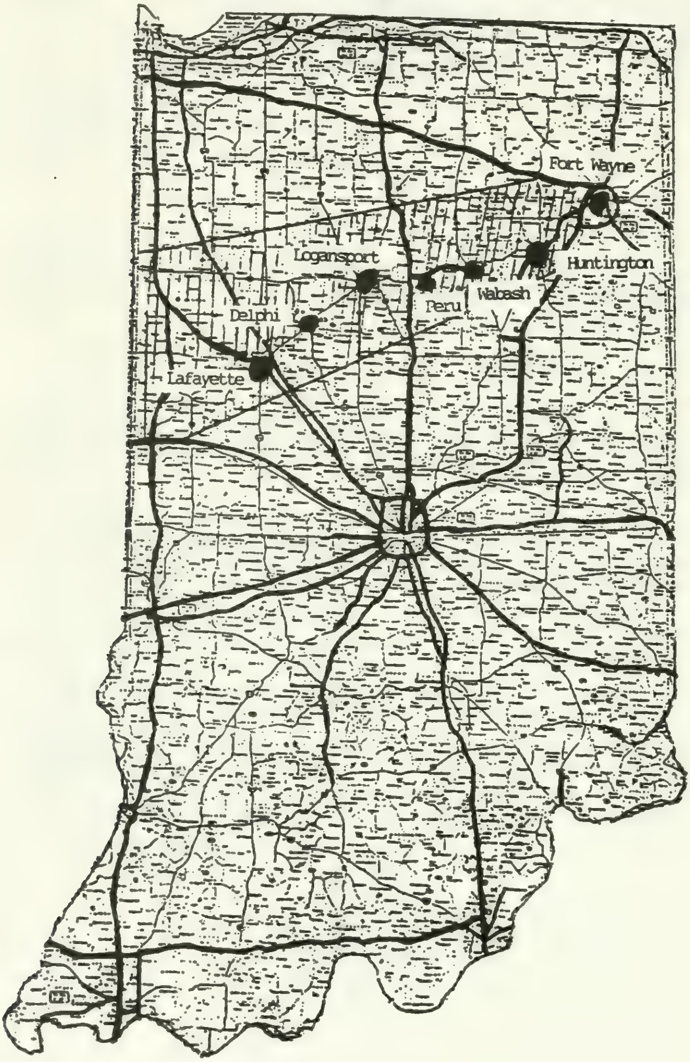
Evan Bayh

Evan Bayh

PRINTED BY EMPLOYEES OF THE STATE OF INDIANA ON RECYCLED PAPER

HOOSIER HEARTLAND INDUSTRIAL CORRIDOR

Showing the void in the State Four Lane Highway System



April 20,1993

HOOSIER HEARTLAND
INDUSTRIAL CORRIDOR, INC.
P.O. BOX 872, WABASH, INDIANA 46992

April 19, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U. S. House of Representatives
Washington, D.C. 20515

Re: Hoosier Heartland Highway

Dear Chairman Carr:

The highway problem down the length of our corridor from Fort Wayne to Lafayette is one of long standing. For example in 1976 Boyd E. Phelps Inc consulting for the Indiana State Highway Commission (now Indiana Department of Transportation) reported that the highway US 24 from Wabash to Huntington with the existing alignment was totally inadequate to carry the traffic which existed then or or any future increase. Of the 15.5 miles on that stretch of road 7.55 miles carried a resticted "NO PASSING" limitation due to substandard vertical and horizontal alignment. Also shoulders were and still are narrow or virtually non-existent.

The same report pointed out the high accident rate along this route, well above the state average. With but a few minor changes the highway stands today as it did then. We are driving faster 1993 cars on 1930 roads. It is unsafe and firms investigating our cities as possible new plant locations turn away and find better infastructure elsewhere.

Nine years ago spurred by the need to improve the economic base of the intermediate communities in our corridor, we formed this association, and since have enjoyed 100% backing and cooperation of the cities from Fort-Wayne to Lafayette. We have sought funds and approval at both state and federal levels. Indiana in 1988 authorized the projects between Wabash and Huntington and between Peru and Logansport and allocated some stating funds for a

Feasibility Study. In each of the years 1988-91 your committee awarded appropriations from the general fund which have totaled $9,528,000. Then in 1991 the Intermodal Transportation Efficiency act authorized the improved highway of four lanes from Fort-Wayne to Lafayette and listed as a high priority corridor. The listed grants from the highway fund totaling $9,500,000. to be spread over the years 1992-97.

These Federal appropriations have each in their turn been welcome and they certainly have assisted Indiana Department of Transportation in planning and designing the two portions of the highway listed above. These amounts however do not appreciably approach the levels of funds needed in the next two years for these active projects. Indiana Department of Transportation lists a need of $17 million for 1994 and $137 million for 1995 when the final land acquisitions and most of the construction will be done.

We would hope that you would this year appropriate the $17 million required for the present projects. In addition we would like to see another $1.5 million to finance the Feasibility and Design Study for the third required project from Logansport to Lafayette. Without this last leg the present projects and present highways would result in almost a dead-end road since it would empty into another narrow two lane road that must be traversed to reach Lafayette and Interstate 65.

You have seen the graphs showing that the counties between Fort-Wayne and Lafayette have been experiencing negative growth while other sections of the state with access to modern highways have continued to grow. I am afraid our economies will continue to suffer until we obtain the final link and the complete road of four lanes the length of our corridor.

Glenn A Tanner

Glenn A. Tanner
President

Jack Porter

Jack Porter
Vice President

CITY OF WABASH
DALLAS L. WINCHESTER
MAYOR

CITY HALL
111 S. WABASH ST.
WABASH, IN 46992

(219) 563-4171
FAX (219) 563-0876

April 19, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

RE: U.S. 24 - Hoosier Heartland Industrial Corridor

Dear Sir:

The Hoosier Heartland Industrial Corridor is the number one priority for the City of Wabash. It is extremely difficult to attract and/or keep industry in my community.

With the construction of U.S. 24 and making this highway into four lanes, it allows our industry and business access to other four lanes - such as I 65 and I 69. We lost one large industry (over 600 jobs) and the poor highway system in our area, was one of the reasons given to us.

The accident record of U.S. 24 between Wabash and Huntington is horrifying. Over the past several years many people have been killed. The highway is narrow, two lane, with narrow shoulders and drop offs.

Not only my community, but all of the communities along the U.S. 24 Corridor have been waiting and hoping to have this highway improved. It is sometimes hard to understand the importance of things to an area, but this is extremely important to all of us.

Thank you very much for your help and understanding. If I can ever be of service to you, please contact me immediately.

Sincerely,

Dallas L. Winchester
Mayor

DLW/mh

cc: Glenn A. Tanner

WABASH
Economic
Development
Corporation

April 20, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

Dear Chairman Carr:

This refers to the appropriations for the Hoosier Heartland highway. I understand that Indiana Congressman Steve Buyer and other interested parties' will present testimony before your subcommittee on May 6, 1993 concerning this project.

The Wabash Economic Development Corporation (WEDCOR) has and continues to strongly support this vital project to improve the US #24 - SR #25 corridor between Fort Wayne and Lafayette, Indiana. This support is a concentrated and united effort of our organization, along with our sister counties, communities, economic development agencies and various other interested parties. We urge Congress and the Federal Highway Administration to continue to fund this already established program and its scheduled construction timetable. This action will provide our entire region with one of our most important economic development tools - **an adequate highway system!** WEDCOR has been advised by industrial prospects many times over the past 8 to 15 years that while they liked our county, the existing highway system is **woefully inadequate** for their purposes; consequently, they have located their facilities somewhere else. Today's manufacturing technology is rapidly changing and one of the results of this change is **less** employment in our existing industries. We **must** locate new industry to just **stay even**!

We do not have the luxury of an existing or contemplated interstate highway at our doorstep. The planned improvements of this corridor will at the **very least** permit us to have a modern artery to both I-69 and I-65.

Your valuable assistance in this project is appreciated. Please let me know if I or WEDCOR can supply you and your committee with any additional information and/or details.

Sincerely,

L.S. Hickman, Jr.
Executive Director

P.O. Box 795 • Wabash, Indiana 46992-0795 • (219) 563-5258

Wabash

AREA CHAMBER OF COMMERCE

TEN YEARS
ACCREDITED

April 7, 1993

The Honorable Bob Carr
Chairman
House Appropriations Sub-Committee on Transportation
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

From the time the efforts of the Hoosier Heartland Industrial Corridor, Inc. began for the completion of the four-lane improvements to U.S. Highway 24 between Fort Wayne and Lafayette, Indiana, the Wabash Area Chamber of Commerce has strongly supported it. Our county has a very strong economic development group (Wabash Economic Development Corporation) working in a very competitive marketplace. As I am sure you are aware, corporations looking to expand or relocate demand interstate accessibility. This project is a vital marketing tool for all communities along the corridor. Without it my fear is that the economic growth of our area will nose dive.

I respectfully request that your committee seriously consider the future of all the corridor communities as it makes its appropriations. Please do not let this project die.

Thank you for your time and consideration.

Sincerely,

Bruce A. Storm
Executive Director

67 South Wabash St. • P.O. Box 371 Wabash, Indiana 46992 219-563-1168

Wabash County Convention
& Visitors Bureau
P.O. Box 746, Wabash, Indiana 46992
(219) 563-1168

April 12, 1993

The Honorable Bob Carr
Chairman
House Appropriations Sub-Committee on Transportation
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

Since 1990, the Tourism office has been directly involved with 53 tour groups visiting the County. From that number, a large portion have been from the Fort Wayne area. These have been senior citizens, home demonstration clubs and school children.

Tourism is a vital part of Wabash County economic growth. Two establishments alone took in $1,925.00 in lunches due to the tour groups visiting in 1992. One convention held during the same year brought $1,700 into the community. This did not include shopping. It is very essential that the four-lane improvements to U.S. Highway 24 become a reality soon to improve the accessibility of our community.

Speaking on behalf of the Wabash County Tourism Commission, I urge you to do everything in your power to see that this project comes into focus.

Thank you for all your efforts in this matter.

Sincerely,

Trula Frank

Trula Frank
Executive Director

THE HUNTINGTON COUNTY CHAMBER OF COMMERCE
12 West Market Street
Huntington, IN 46750

TELEPHONE
219/356-5300

FAX
219/356-5434

April 14, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Carr,

On behalf of the Board of Directors of the Huntington County Chamber of Commerce, I would like to express our continuing support for the Hoosier Heartland Highway. Location and highway system are probably the greatest determining factors as to where industry locates.

The communities along this corridor have suffered economically for many years due to an insufficient highway system. In the past, these cities prospered as a result of the jobs created by the railroads and the excellent salaries that were generated. These positions have long been gone, but due to an inadequate road system, the communities have never recovered.

We hope that you will give this 1994 appropriation your most serious consideration. Without this highway, these communities may not survive.

Sincerely,

Barbara Hancher

Barbara B. Hancher
President

CITY OF PERU MAYOR'S OFFICE
DAVID R. LIVENGOOD, MAYOR
35 SOUTH BROADWAY, PERU, INDIANA 46970 (317) 473-3400

April 13, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

Dear Representative Carr:

This letter is in regards to the Hoosier Heartland Highway. I cannot stress enough how important it is to the City of Peru, Indiana to have this highway completed. We are in the process of losing Grissom Air Force Base by the end of the year. As a result, the City of Peru will lose many jobs, and I am sure that our population will drop in size. We are working very hard to try and keep the job base that we have now, and trying to attract new industries to create new jobs on a daily basis, but the competition is almost overwhelming.

We need as much help as we can get to keep Peru growing, and I feel that the Hoosier Heartland Highway is a must for Peru and the State of Indiana.

I hope that you will use my letter as a testimony to the great need for this project, and keep me updated on the situation as it progresses through the committee.

Sincerely,

David R. Livengood

David R. Livengood
Mayor

DRL:djs

GCRA Grissom Community Redevelopment Authority
P.O. Box 398 • Peru, Indiana 46970 • Phone: 317-689-0159 • FAX: 317-689-0216

Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

April 13, 1993

Dear Mr. Chairman,

The original goal of the Hoosier Heartland Industrial Corridor was to improve the economic base of the communities in the Corridor. The completion of this modern highway from Ft. Wayne to Lafayette would halt the shrinkage of that base and enhance our ability to foster growth all along the corridor.

This growth would not only benefit every industry and business along this route, but with the downsizing of Grissom Air Force Base, there is even more interest generated about the completion of this very important highway. All of the potential prospects I talk to here at Grissom are very interested about this highway and ask about the completion date. These industrialists want to be able to have their employees get to and from work safely and, too, they want their supplies and their products shipped safely and on time, this being guaranteed by having good, dependable transportation routes available. Ft. Wayne and Lafayette are prospering while the smaller cities and towns are adversely affected in their quest for growth by not having the availability of a modern highway. Industries are looking for modern highways to locate warehouses and plants. Completion of US#24 between Ft. Wayne and Lafayette would give us in Miami County a crossroad effect of US#31 and US#24, making road shipping available in all directions, again making our redevelopment efforts more advantageous.

Hopefully, this project will not be delayed any longer. It is definitely needed for job growth and economic pickup, needed in these surrounding communities.

Sincerely,

Richard H. Blair
Coordinator

RHB/wo

ECONOMIC
DEVELOPMENT
CORPORATION

April 15, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D.C. 20515

Dear Chairman Carr and Members of the Committee:

We in Miami County are pleased to supplement the testimony of the delegation that has requested a hearing on the Hoosier Heartland Industrial Corridor. One dozen communities dot the Corridor's path, and the interrelationships of these Hoosier communities is well established.

A decade ago, there was but one auto plant on I-65 and that operation was in financial trouble. Today, four major plants are on the route. Two were built from scratch and one moved into a vacant factory, and the oldest, a Ford Motor Company facility, was expanded and has seen millions of dollars invested to upgrade equipment.

Each operation was located along the interstate highway for a different reason. Nevertheless, the developments have made I-65 a rural automotive alley currently employing over 10,800 Hoosiers in these four facilities alone.

The Hoosier Heartland Industrial Corridor must also be an industrial alley. Our citizens are well-educated. Our work force is skilled and available. We have good schools and strong technical training, and we have a very popular quality of life environment. After BRAC II, we will also have a very good industrial park as Grissom Air Force Base realigns. Unfortunately, even though Miami County has two four-lane highways, we do not have the necessary ribbon of four-lane highways to connect all of these elements into a cohesive critical mass from Fort Wayne to Lafayette and beyond.

In 1989, Peru became home to four diversified new industrial plants; a boat manufacturer, an electronic testing equipment manufacturer for the steel and metals industry, an orthopedic instrument manufacturer and a Japanese automotive transplant warehouse. Each of these plant's administrators knew of the potential of and has use for a complete, modern four-lane highway between Fort Wayne and Lafayette, Indiana, connecting all major points north, south or distant.

P.O. Box 1100 • Peru, Indiana 46970 • 317-472-7470 • FAX 317-472-PERU (7378)

Presently, four more new industries are considering locating in Peru, but two existing plants are considering moving aa a result of current transportation problems that are being listed among the reasons for this consideration. It is our community's belief that if all of the state, local and Hoosier Heartland Industrial Corridor officials remain committed to the development of THE select route, all of our communities will benefit from safety upgrades, rural economic development and the necessary tourism, retail and service sector potential to make a real "Industrial Corridor".

It should be noted here for the record that much of rural America's lack of economic development is due to the stubbornness of small communities to band together for the good of the region. Such was the case a decade ago here when the Hoosier Heartland Industrial Corridor concept was first promoted and our Corridor communities could not agree on a route, thus the entire project came to a sudden halt. As you are indeed aware, this uncooperative attitude has been entirely replaced with a total professional and supportive one.

Thank you for your vote of support in your 1988, 1989 and 1990 appropriations, and we appreciate your continued support for this significant project.

The lessons learned in rural America are often from "hard knocks", but this project is an outstanding example of good old fashioned Hoosier "stick-to-itiveness", and, therefore, demonstrates what can be accomplished when all parties are working toward bringing a common goal to a reality.

I-65 became the industrial corridor of the 1980's, much because transportation is important, and this four-lane route was already in place. The Hoosier Heartland Industrial Corridor, if constructed as scheduled, will be a major influence in the economic development growth of our rural area.

Again, thank you for your consideration, and we look forward to seeing all of you at some of our future groundbreakings!

Sincerely yours,

Steven W Rockwell

Steven W. Rockwell, CID/CED
Executive Vice President

SWR/ldr

Peru Area Chamber of Commerce
2 North Broadway, Suite 202 Peru, Indiana 46970 317-472-1923

April 19, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U. S. House of Representatives
Washington, D. C. 20515

Dear Representative Carr,

For over 30 years the citizens of north-central Indiana have been expressing the need for a continuous 4-lane modern highway from Fort Wayne to Lafayette. Over 5 years ago the Hoosier Heartland Industrial Corridor Association was founded to work toward the goal of building the highway. New highways are needed from Huntington to Wabash and Peru to Lafayette.

An improved roadway is a necessity for two main reasons:

1. The present winding road has a high accident rate. It is unsafe to drive from Huntington to Wabash at night.

2. In order for our area to recover economically, we need new industries and businesses and help for existing industries and businesses. A modern access for incoming materials and outgoing products is imperative.

We ask that you do everything in your power to see that funding is available for this project to continue. We appreciate your consideration.

Very truly yours,

Governmental Affairs Committee
Peru Area Chamber of Commerce

Donna Grate
Donna Grate, Chairwoman
Terry Brewer
Terry Brewer
Jack E Buckley
Jack Buckley
Troy Caldwell
Troy Caldwell
Joe E Fincher
Joe Fincher
Marie Frey
Marie Frey

Alice Hoover
Alice Hoover
Ricki Kozumplik
Ricki Kozumplik
Tom M. Kaig
Tom McKaig
Gary Ramer
Gary Ramer
Dan Tyler
Dan Tyler

Ruth E. Grider
Ruth E. Grider, Executive Director

cc: Glenn Tanner
Terry Brewer

City of Peru
Common Council
35 South Broadway • Peru, Indiana 46970

Jim Walker
Council Chairman
Peru/Miami Co. EDC
Peru Redevelopment Comm.
Peru Econ. Dev. Comm.
Cable T.V. Committee
Tax Abatement Review Comm.

Lance Gallahan
Councilman - At - Large
Aviation Committee
Utilities Service Board
Wage Negotiation Comm.
Tax Abatement Review Comm.

Jeff Butts
Councilman - District One
Miller Pool Committee
Tax Abatement Review Comm.

Stan Williams
Councilman - District Two
Solid Waste Commission
ADA Compliance Review Comm.
Wage Negotiation Comm.

Roger Martin
Councilman - District Three
Cable T.V. Committee
Civic Center Comm.

Mike Chittum
Councilman - District Four
GCRA
Street Dept. Rep.

Tom Gaddy
Councilman - District Five
Peru Plan Commission
Chamber of Commerce
Wage Negotiation Comm.

April 19, 1993

To Whom It May Concern,

We, the City of Peru Common Council, on behalf of the residents of Peru, Indiana, would like to express our support for the Hoosier Heartland Corridor Highway Project.

As you may already be aware, Peru has been experiencing very difficult economic times. Factories throughout the area have been downsizing, closing, and relocating.

The greatest adverse impact upon an already fragile economy has been the re-alignment of Grissom Air Force Base. This base is only 5 miles from the community. The loss of personnel from the base alone equals over 10% of our county's population.

Ironically, just 65 miles to the west and 65 miles to the east lie two growing, expanding communities. The new General motors truck plant in Fort Wayne and the new Subaru-Isuzu Automotive, Inc. factory in Lafayette have helped to provide unparalleled stimulus in those economies.

However, the route that traverses the state from Fort Wayne in the east and Lafayette to the west is mostly a series of quaint, rural, scenic state roads, interrupted occasionally by short sections of convenient 4-lane highway.

This is a major reason why Peru and many other surrounding communities have not benefited from the growth that our distant neighbors in both directions are experiencing.

For many years now, the new 4-lane state highway has been planned, mapped, and partially constructed. But as long as the route is mostly two-lane rural state roads, the area along the route between Fort Wayne and Lafayette will not benefit from their robust economies.

We strongly urge a *COMPLETION* of the Hoosier Heartland Highway Project. Our community and many others in the area desperately need for this transportation route to be completed. Only then can we begin to offer more attractive industrial and business expansion and location opportunities.

Without the completion of this route, these opportunities will mostly elude us. And our community may continue this devastating economic slide.

The citizens of Peru thank you for your attention to this critical issue.

BOARD OF COMMISSIONERS
MIAMI COUNTY
PERU, INDIANA 46970

BILL PAGE
CHAIRMAN

CHASE HUBER

GUY R. DEEDS

JAMES A. GRUND
COUNTY ATTORNEY

April 19, 1993

The Honorable Bob Carr, Chairman
House Appropriations Transportation Subcommittee
U. S. House of Representatives
Washington, D. C. 20515

Dear Representative Carr:

The Board of Commissioners of Miami County, Indiana respectfully seeks your support of the Hoosier Heartland Corridor project between Fort Wayne, Indiana and Lafayette, Indiana. The future economic growth of our community is dependent upon this highway project.

Funds made available for this project will enhance opportunities for economic development in this area. Opportunities to attract major new business, and to retain or expand our existing industry projects will be greatly advanced.

Please support this project on behalf of county government and its need to further economic development growth in the Miami County community.

Respectfully,

Bill Page
Bill Page, Chairman

Guy R. Deeds
Guy R. Deeds

Chase D Huber
Chase D. Huber

BRYAN Steam Corporation
SINCE 1918

PHONE (317) 473-6651
FAX (317) 473-3074

P. O. BOX 27
PERU, INDIANA, U. S. A. 46970

April 16, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U. S. House of Representatives
Washington, DC 20515

Dear Representative Carr:

Bryan Steam Corporation is a leading manufacturer of small and medium sized water tube boilers. We manufacture boilers for commercial use in various buildings such as hospitals, schools, and airports. We also produce equipment to be used in the processing industries.

We have been located in Peru, Indiana since 1918. Peru, Indiana is located at the intersection of U.S. 31, a modern four-lane road connecting South Bend to Indianapolis, and U.S. 24, a highway built much earlier in the century. Being located midway between Fort Wayne and Lafayette, two of the larger cities in Indiana, we are much dependent upon the quality of our roads connecting these cities. During this time, we have seen virtually all of our incoming and outgoing freight change from both railroad and truck transportation to trucks exclusively.

Over five years ago, the Hoosier Heartland Industrial Corridor Association was founded with the goal of completing the modernization of U.S. Highway 24. Although the section between Peru and Wabash is now four-lane, the Wabash to Fort Wayne and the Peru to Lafayette sections remain unfinished. The House Appropriations Subcommittee has in the past looked favorably upon the funding of this most important project.

The continued economic development of the communities located along this highway depends upon its successful completion. We ask that you do everything in your power to maintain or increase funding for this crucial project.

Sincerely,

A. Bishop

Albert J. Bishop
President

AJB/lf

THE
CHAMBER
OF LOGANSPORT/CASS COUNTY

April 7, 1993

The Honorable Bob Carr, Chairman
The House Appropriations
Transportation Subcommittee
U. S. House of Representatives
Washington, D.C. 20515

RE: Hoosier Heartland Highway

Dear Representative Carr:

I am writing to you on behalf of the 382 members and the Board of Directors of the Logansport/Cass County Chamber of Commerce. It is our desire to encourage your committee to vote for the funding of the Hoosier Heartland Highway. This highway is a top priority for Logansport and Cass County. By the end of this year our community will have lost its largest employer. One of the most important things in the retention and recruitment of business is good roads. This is the one thing that is visibly lacking in North Central Indiana. From South Bend to Indianapolis there are no four lane highways that cross our state from East to West. Tying Fort Wayne to Lafayette will not only benefit our expansion efforts, but will allow more intra-state commerce between our state boarders. This highway has been in process for over twenty-one years, please do not make us wait another twenty-one years to see it completed.

Thank you for your consideration in this matter.

Sincerely,

Georganna Hull

Georganna Hull
Executive Director

pc: Glenn Tanner
    file

300 E. BROADWAY, SUITE 103 LOGANSPORT, INDIANA 46947 (219) 753-6388

City of Lafayette
Office of the Mayor
James F. Riehle

April 20, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D. C. 20515

Dear Chairman Carr:

I am pleased for the opportunity to submit a written statement in support of the "Hoosier Heartland Corridor" project. The goal of the project is to provide a modern highway from Ft. Wayne, Indiana to Lafayette, Indiana, passing near or through the Indiana cities of Huntington, Wabash, Peru, Logansport and Delphi.

Ft. Wayne and Lafayette are growth areas of Indiana and the midwestern part of our country. A large General Motors facility has been constructed and is in operation at Ft. Wayne and the large SIA (Subaru-Isuzu of America) auto assembly facility in Lafayette began production in September, 1989. The capacity of the existing highway system (State Roads 24 and 25) is stressed and will not meet the traffic demands of the future. A modern highway will improve safety and will provide an economic stimulus to the communities along the route. The State of Indiana supports the project and I respectfully request favorable consideration of sufficient funds to continue the "Hoosier Heartland Corridor" project.

Sincerely,

James F. Riehle

James F. Riehle, Mayor
City of Lafayette

JFR:cg

cc: Glenn A. Tanner

20 North 6th Street
Lafayette, Indiana
47901-1411
317-742-8404
Fax 317-423-1070

CITY OF
WEST
LAFAYETTE

City Hall
609 West Navajo Street
West Lafayette, Indiana 47906
(317) 463-3571

April 12, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation
Subcommittee
U.S. House of Representatives
Washington, D. C. 20515

Dear Representative Carr:

I am writing to you in support for the Hoosier Heartland Highway appropriation. The realization of this artery would benefit our area economically because it would link us all in a superior and safe transportation mode.

The present routes to Ft. Wayne, forinstance, all involve heavily travelled two lane roads which are dangerous in the best of times and quite hazardous when the weather is bad.

Citizens in our area have waited a long time for some kind of improvement in this link and I would like to think this might be it.

Thank you for your support.

Sincerely yours,

Sonya Margerum

Sonya L. Margerum
Mayor

SLM:nd

PRINTED WITH SOY INK

THE CHAMBER
GREATER LAFAYETTE
CHAMBER OF COMMERCE

April 16, 1993

The Honorable Bob Carr, Chairman
House Appropriations Subcommittee on Transportation
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Carr,

The Greater Lafayette Chamber of Commerce is fully supportive of the Hoosier Heartland Highway road project. This upgrading of Indiana Highway 25 and U.S. 24 between Lafayette and Fort Wayne has been the focal point of our Chamber's efforts for a number of years. It is a major economic development link across Northern Indiana. It is an access point for many communities in North Central Indiana to Interstates 65 and 69.

The Greater Lafayette community needs this road so that our industry can access markets to the north and northeast via commercial carriers. Although Lafayette is at the western terminus of the proposed improvements, the cities of Delphi and Logansport, close neighbors of ours, will clearly have an economic benefit of being much more attractive to new business. Because of their gain we will additionally benefit.

As you are aware, this highway was a Congressionally Designated Highway under ISTEA. We ask for consideration for further funding of this most needed project.

I feel sure that our Congressman, John Myers, will comment positively about the project.

Thank you for your time and efforts in our behalf.

Sincerely,

E. Dana Smith
President

EDS/csk

City of Lafayette
Office of the Mayor
James F. Riehle

April 20, 1993

The Honorable Bob Carr, Chairman
The House Appropriations Transportation Subcommittee
U.S. House of Representatives
Washington, D. C. 20515

Dear Chairman Carr:

I am pleased for the opportunity to submit a written statement in support of the "Hoosier Heartland Corridor" project. The goal of the project is to provide a modern highway from Ft. Wayne, Indiana to Lafayette, Indiana, passing near or through the Indiana cities of Huntington, Wabash, Peru, Logansport and Delphi.

Ft. Wayne and Lafayette are growth areas of Indiana and the midwestern part of our country. A large General Motors facility has been constructed and is in operation at Ft. Wayne and the large SIA (Subaru-Isuzu of America) auto assembly facility in Lafayette began production in September, 1989. The capacity of the existing highway system (State Roads 24 and 25) is stressed and will not meet the traffic demands of the future. A modern highway will improve safety and will provide an economic stimulus to the communities along the route. The State of Indiana supports the project and I respectfully request favorable consideration of sufficient funds to continue the "Hoosier Heartland Corridor" project.

Sincerely,

James F Riehle

James F. Riehle, Mayor
City of Lafayette

JFR:cg

cc: Glenn A. Tanner

20 North 6th Street
Lafayette, Indiana
47901-1411
317-742-8404
Fax 317-423-1070

City of Logansport

City Building - Logansport, Indiana 46947
FAX (219) 753-4644

WILLIAM A. VERNON
MAYOR
753-2551

MARY LYNN BARNARD
CLERK-TREASURER
753-4745

FRANCIS J. PERRONE
DEPUTY MAYOR
753-3945

KELLY LEEMAN
CITY ATTORNEY
722-3881

DONALD A. CRAIN
STREET COMMISSIONER
753-4610

JOSEPH B. CASALINI
FIRE CHIEF
753-3101

JERRY J. ARNOLD
POLICE CHIEF
753-4101

JOHN VERNON
CEMETERY SEXTON
753-7062

JERRY A. DAVIS
PARK ADMINISTRATOR
753-7388

ROBERT NEWMAN, JR.
BUILDING COMMISSIONER
753-4381

GARY M. SCAGNOLI
ZONING ADMINISTRATOR
753-4023

STEPHEN A. EDSON
PLANNING DIRECTOR
753-7775

May 3, 1993

Dear Congressional Committee:

As Mayor of Logansport, Indiana, I certainly realize the importance of the completion of the Hoosier Heartland Corridor between Fort Wayne and Lafayette.

We are the largest third class city in Indiana that does not have a four lane highway passing through it or near it. This has been a factor that has been very detrimental to the city's economic growth.

Logansport at one time was a hub for the railroads, but that time has past and we no longer have access to all areas of the United States thru this method of transportation.

Any help we can receive from the federal government on the completion of this roadway would certainly be appreciated by the remaining citizens and will offer a plus factor in competition for new industry and return to an increase in our falling population.

Thank you for your consideration and any help you can offer.

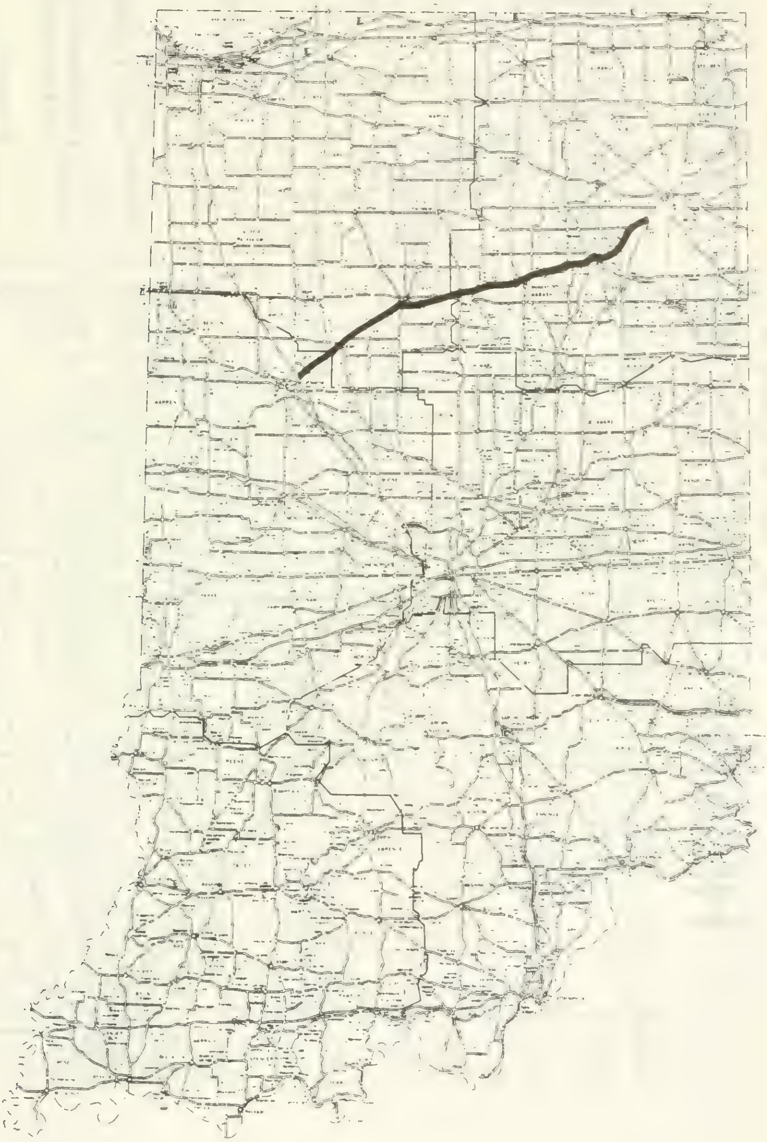
Sincerely,

William A. Vernon br
William A. Vernon
Mayor
City of Logansport

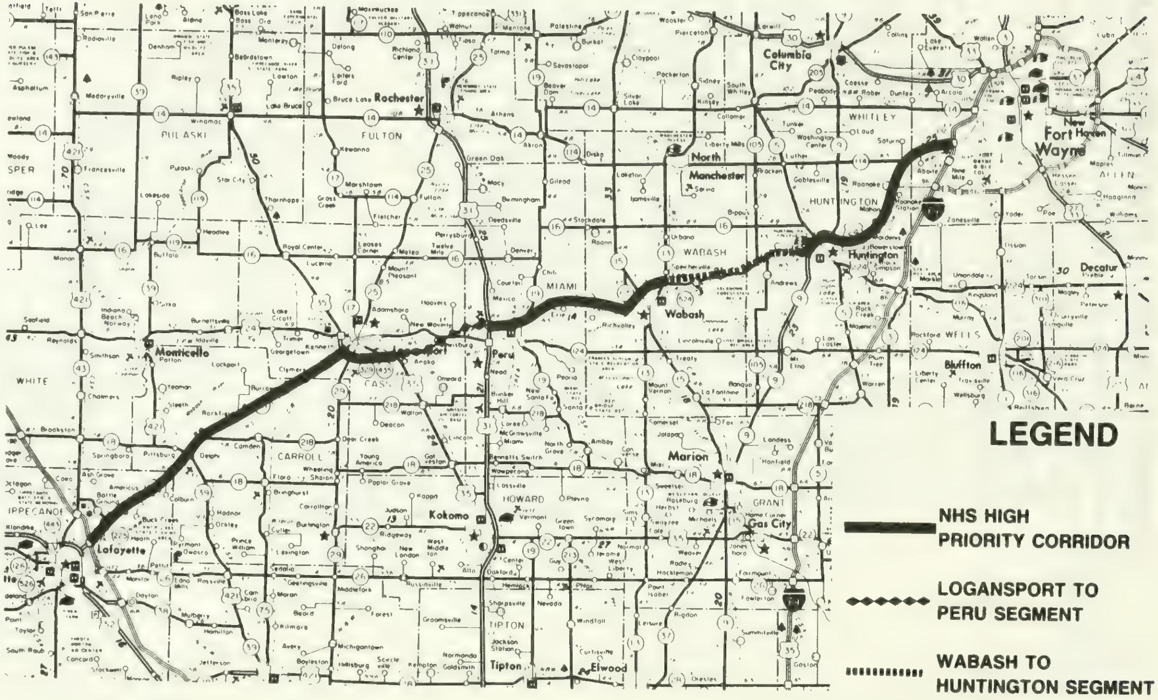
WAV/br

cc: file

HOOSIER HEARTLAND CORRIDOR



HOOSIER
HEARTLAND CORRIDOR



The following is a status report on the Indiana Industrial Corridor Safety Demonstration project (Hoosier Heartland).

Congress has appropriated $12,036,000 to date for the Hoosier Heartland Highway Project. To date $2,960,361 has been obligated for preliminary engineering and Right-of-Way leaving a balance available for $9,075,639.

For 1993 it is estimated that Right-of-Way needs will be $2,000,000 and construction needs will be $2,800,000. This will give us a projected balance at the end of FFY 93 of $4,275,639.

⊛ For 1994, ISTEA has authorized an additional $1,748,000 for this project and we are scheduled for $22,352,000 of construction and $1,000,000 in right-of-way. This would result in a shortfall of $17,328,361 in FFY 94.

⊛ Construction schedules for FFY 95 call for $112,129,000.

HOOSIER HEARTLAND TOTAL COSTRUCTION COST PER SEGMENT

	1993	1994	1995
From Logansport to Peru			
Segment I From SR 29 to just E of CR 325 E at Logansport			$ 9,938,000
Segment II From 0.057 Mi E of CR 325 E to CR 500 E			$23,151,000
Segment III From CR 500 E to 0.06 Mile NE of Existing US 24	$2,800,000	$12,900,000	
Segment IV From 0.06 Mile NE of Existing US 24 to Cass/Miami Co Line		$ 9,452,000	
Segment V From Cass/Miami Co Line to N Interchange of US 24 & US 31			$26,104,000
Total	$2,800,000	$22,352,000	$59,193,000
From Wabash to Huntington			
Segment I From SR 13 To Largo Rd, In Wabash Co			$11,971,000
Segment II From Largo Rd, to CR 600 E, 2.0 MI W of Huntington Co Line			$10,292,000
Segment III From CR 600 E in Wabash Co to Huntington Co Line			$ 6,965,000
Segment IV From Wabash Co Line to SR 105 E JCT in Huntington Co			$11,476,000
Segment V From SR 105 E JCT to SR 9/37			$12,232,000
Total			$52,936,000

PREPARED BY:
The Division of Policy & Budget
Scheduling Unit
January 20, 1993

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                         HOOSIER HEARTLAND PROJECT UPDATE

          1/21/93                                                    Page  1
-------------------------------------------------------------------------------
US-24     FROM LOGANSPORT TO PERU                         Added Travel Lanes
          INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES
 US      FROM SR 29 TO JUST EAST OF CR 325 E AT
 24      LOGANSPORT                  FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 9020320 ADDED TRAVEL LANES        STP-146-4(   )         START......................Apr 90  C
         Cass                                             START PLAN DEVELOPMENT....Sep 91  C
                    -$$-Construction Funding-$$           RLANS TO RIGHT-OF-WAY.....Nov 92  C
                  Surface Trans Prog     $ 7,401          RIGHT-OF-WAY CLEAR........Jun 94
          4.000 MILE(S)   State Funds    $ 1,850          READY FOR LETTING.........Mar 95
         R/W CODE     ;# PARCELS          ------          LETTING...        ........Jun 95
                                         $ 9,251          PROJECT COMPLETE..........Nov 97
         DESIGNER: Steve Nezovich                   CONSULTANT: Bonar & Associates, Inc.
         INCLUDES DES # 9120321                       DISTRICT:  Laporte

 US      EBL BRIDGE OVER SR 329, 0.6 MILE E OF
 24      SR 29                       FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 9120321 BRIDGE RECONSTRUCTION     NH-146-4(   )          START......................Apr 90  C
         Cass                                             START PLAN DEVELOPMENT....Sep 91  C
                    -$$-Construction Funding-$$           RLANS TO RIGHT-OF-WAY.....Nov 92
                  National Highway       $   122          RIGHT-OF-WAY CLEAR........May 94
          0.000 MILE(S)   State Funds    $    31          READY FOR LETTING.........Mar 95
         R/W CODE     ;# PARCELS          ------          LETTING...        ........Jun 95
         35-09-4706                      $   153          PROJECT COMPLETE..........Nov 97
         DESIGNER: Hasmukh Patel                    CONSULTANT: Bonar & Associates, Inc.
         INCLUDED IN DES # 9020320                    DISTRICT:  Laporte

 US      WBL BRIDGE OVER SR 329, 0.6 MILE E OF
 24      SR 29                       FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 9120322 BRIDGE CONSTRUCTION       NH-146-4(   )          START......................Apr 90  C
         Cass                                             START PLAN DEVELOPMENT....Sep 91  C
                    -$$-Construction Funding-$$           RLANS TO RIGHT-OF-WAY.....Nov 92
                  National Highway       $   427          RIGHT-OF-WAY CLEAR........May 94
          0.000 MILE(S)   State Funds    $   107          READY FOR LETTING.........Mar 95
         R/W CODE     ;# PARCELS          ------          LETTING...        ........Jun 95
         35-09-7795                      $   534          PROJECT COMPLETE..........Nov 97
         DESIGNER: Hasmukh Patel                    CONSULTANT: Bonar & Associates, Inc.
         INCLUDED IN DES # 9020320                    DISTRICT:  Laporte


                ***TOTAL FOR ABOVE SEGMENT***      $ 9,938

 US      FROM 0.057 MILE E OF CR 325 E TO
 24      CR 500 E                    FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 7302253 ROAD RELOCATION           NH-144-6(   )          START......................Jan 76  C
         Cass                                             START PLAN DEVELOPMENT....Apr 89  C
                    -$$-Construction Funding-$$           RLANS TO RIGHT-OF-WAY.....Sep 93
                  National Highway       $12,240          RIGHT-OF-WAY CLEAR........Mar 95
          3.000 MILE(S)   S H R C I F    $ 3,060          READY FOR LETTING.........Mar 95
         R/W CODE     ;# PARCELS          ------          LETTING...        ........Jun 95
                                         $15,300          PROJECT COMPLETE..........Nov 97
         DESIGNER: Steve Nezovich                   CONSULTANT: Floyd E. Burroughs & Assoc.
         INCLUDES DES #'S 8902258, 8902259, 920225A, B, & C  DISTRICT:  Laporte
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                              HOOSIER HEARTLAND PROJECT UPDATE

          1/21/93                                                        Page  2
-----------------------------------------------------------------------------------------------
US-24    FROM LOGANSPORT TO PERU                                 Road Construction
         INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES
 US      US 24 OVER CR 325E
 24                                       FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 920225A BRIDGE RECONSTRUCTION          NH-144-6(   )          START......................Jan 76  C
         Cass                                                  START PLAN DEVELOPMENT....Apr 89  C
                    -$$-Construction Funding-$$                RLANS TO RIGHT-OF-WAY.....
                   National Highway       $   960              RIGHT-OF-WAY CLEAR........Mar 95
          0.000 MILE(S)    S H R C I F    $   240              READY FOR LETTING.........Mar 95
         R/W CODE      ;# PARCELS           ------             LETTING...        ........Jun 95
         24-09-7801                       $ 1,200              PROJECT COMPLETE..........Nov 97
         DESIGNER: Hasmukh Patel                          CONSULTANT: Floyd E. Burroughs & Assoc.
         INCLUDED IN DES # 7302253                          DISTRICT:  Laporte

 US      US 24 OVER US 35
 24                                       FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 920225B BRIDGE RECONSTRUCTION          NH-144-6(   )          START......................Jan 76  C
         Cass                                                  START PLAN DEVELOPMENT....Apr 89  C
                    -$$-Construction Funding-$$                RLANS TO RIGHT-OF-WAY.....
                   National Highway       $ 1,840              RIGHT-OF-WAY CLEAR........Mar 95
          0.000 MILE(S)    S H R C I F    $   460              READY FOR LETTING.........Mar 95
         R/W CODE      ;# PARCELS           ------             LETTING...        ........Jun 95
         24-09-7800                       $ 2,300              PROJECT COMPLETE..........Nov 97
         DESIGNER: Hasmukh Patel                          CONSULTANT: Floyd E. Burroughs & Assoc.
         INCLUDED IN DES # 7302253                          DISTRICT:  Laporte

 US      BRIDGE RAMP, US 24 TO US 35 OVER
 24      CONRAIL RAILROAD      -          FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 920225C BRIDGE RECONSTRUCTION          NH-144-6(   )          START......................Jan 76  C
         Cass                                                  START PLAN DEVELOPMENT....Apr 89  C
                    -$$-Construction Funding-$$                RLANS TO RIGHT-OF-WAY.....
                   National Highway       $   601              RIGHT-OF-WAY CLEAR........Mar 93
          0.000 MILE(S)    S H R C I F    $   150              READY FOR LETTING.........Mar 93
         R/W CODE      ;# PARCELS           ------             LETTING...        ........Jun 95
         24-09-2648                       $   751              PROJECT COMPLETE..........Nov 96
         DESIGNER: Hasmukh Patel                          CONSULTANT: Floyd E. Burroughs & Assoc.
         INCLUDED IN DES # 7302253                          DISTRICT:  Laporte

 US      US 24 OVER CONRAIL RAILROAD
 24                                       FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8902258 BRIDGE CONSTRUCTION            NH-144-6(   )          START......................Jan 76  C
         Cass                                                  START PLAN DEVELOPMENT....Apr 89  C
                    -$$-Construction Funding-$$                RLANS TO RIGHT-OF-WAY.....
                   National Highway       $ 1,440              RIGHT-OF-WAY CLEAR........Mar 95
          0.000 MILE(S)    S H R C I F    $   360              READY FOR LETTING.........Mar 95
         R/W CODE      ;# PARCELS           ------             LETTING...        ........Jun 95
         24-09-2635 EB & WB               $ 1,800              PROJECT COMPLETE..........Nov 97
         DESIGNER: Hasmukh Patel                          CONSULTANT: Floyd E. Burroughs & Assoc.
         INCLUDED IN DES # 7302253                          DISTRICT:  Laporte
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                                HOOSIER HEARTLAND PROJECT UPDATE

          1/21/93                                                               Page  3
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US-24     FROM LOGANSPORT TO PERU                                       Road Construction
          INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES
 US      US 24 OVER MINNOW CREEK
 24                                           FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8902259 BRIDGE CONSTRUCTION             NH-144-6(   )          START.....................Jan 76  C
         Cass                                                    START PLAN DEVELOPMENT....Apr 89  C
                           -$$-Construction Funding-$$           RLANS TO RIGHT-OF-WAY.....
                        National Highway       $ 1,440           RIGHT-OF-WAY CLEAR........Mar 95
          0.000 MILE(S)    S H R C I F         $   360           READY FOR LETTING.........Mar 95
         R/W CODE      ;# PARCELS               ------           LETTING...        .........Jun 95
         24-09-7599                            $ 1,800           PROJECT COMPLETE..........Nov 97
         DESIGNER: Hasmukh Patel                           CONSULTANT: Floyd E. Burroughs & Assoc.
         INCLUDED IN DES # 7302253                           DISTRICT:  Laporte


                  ***TOTAL FOR ABOVE SEGMENT***       $23,151

 US      FROM CR 500 E TO 0.06 MILE NE OF
 24      EXISTING US 24                       FY FOR FUNDING 94    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 7302311 ROAD RELOCATION                 NH-146-5(   )          START.....................Jan 76  C
         Cass                                                    START PLAN DEVELOPMENT....Apr 89  C
                           -$$-Construction Funding-$$           RLANS TO RIGHT-OF-WAY.....May 90  C
                        National Highway       $10,320           RIGHT-OF-WAY CLEAR........Aug 93
          5.600 MILE(S)    S H R C I F         $ 2,580           READY FOR LETTING.........May 94
         R/W CODE  2680;# PARCELS 074           ------           LETTING...        .........Aug 94
                                               $12,900           PROJECT COMPLETE..........Nov 95
         DESIGNER: Steve Nezovich                          CONSULTANT: American Consulting Engineers, Inc.
         INCLUDES DES # 8902312                              DISTRICT:  Laporte

 US      US 24 OVER THE WABASH RIVER
 24                                           FY FOR FUNDING 93    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8902312 BRIDGE CONSTRUCTION             NH-146-5(   )          START.....................Jan 76  C
         Cass                                                    START PLAN DEVELOPMENT....Apr 89  C
                           -$$-Construction Funding-$$           RLANS TO RIGHT-OF-WAY.....
                        National Highway       $ 2,240           RIGHT-OF-WAY CLEAR........Feb 93
          0.000 MILE(S)    S H R C I F         $   560           READY FOR LETTING.........Mar 93
         R/W CODE      ;# PARCELS               ------           LETTING...        .........Jun 93
         24-09-7600                            $ 2,800           PROJECT COMPLETE..........Nov 94
         DESIGNER: Hasmukh Patel                           CONSULTANT: American Consulting Engineers, Inc.
         INCLUDED IN DES # 8902311                           DISTRICT:  Laporte


                  ***TOTAL FOR ABOVE SEGMENT***       $15,700
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                               HOOSIER HEARTLAND PROJECT UPDATE

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US-24     FROM LOGANSPORT TO PERU                                   Road Construction
          INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES
US      FROM 0.06 MILE NE OF EXISTING US 24 TO
24      CASS/MIAMI COL                      FY FOR FUNDING 94   -*-*-KEY ACTIVITY SCHEDULE-*-*-
7302481 ROAD RELOCATION                 NH-144-6(   )          START.....................Jan 76  C
        Cass                                                   START PLAN DEVELOPMENT....Apr 89  C
                          -$$-Construction Funding-$$          RLANS TO RIGHT-OF-WAY.....May 92  C
                        National Highway      $ 5,540          RIGHT-OF-WAY CLEAR........Jan 94
          .700 MILE(S)  S H R C I F           $ 1,385          READY FOR LETTING.........Feb 94
        R/W CODE     ;# PARCELS                ------          LETTING...        ........May 94
                                              $ 6,925          PROJECT COMPLETE..........Nov 94
        DESIGNER: Steve Nezovich                       CONSULTANT: Boyd E. Phelps, Inc.
        INCLUDES DES # 8902482                           DISTRICT:  Laporte

US      US 24 OVER THE NORFOLK & SOUTHERN RR
24                                          FY FOR FUNDING 94   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8902482 BRIDGE REPLACEMENT              NH-144-6(   )          START.....................Jan 76  C
        Cass                                                   START PLAN DEVELOPMENT....Apr 89  C
                          -$$-Construction Funding-$$          RLANS TO RIGHT-OF-WAY.....
                        National Highway      $ 2,022          RIGHT-OF-WAY CLEAR........Jan 94
         0.000 MILE(S)  S H R C I F           $   505          READY FOR LETTING.........Feb 94
        R/W CODE     ;# PARCELS                ------          LETTING...        ........May 94
        24-09-2636                            $ 2,527          PROJECT COMPLETE..........Nov 94
        DESIGNER: Hasmukh Patel                        CONSULTANT: Boyd E. Phelps, Inc.
        INCLUDED IN DES # 7302481                        DISTRICT:  Laporte


                ***TOTAL FOR ABOVE SEGMENT***       $ 9,452

US      FROM CASS/MIAMI COL TO N INTERCHANGE
24      OF US 24 AND US 31                  FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
7302471 ROAD RELOCATION                 NH-144-6(   )          START.....................Jan 76  C
        Miami                                                  START PLAN DEVELOPMENT....Apr 89  C
                          -$$-Construction Funding-$$          RLANS TO RIGHT-OF-WAY.....May 92  C
                        National Highway      $19,598          RIGHT-OF-WAY CLEAR........Feb 95
         2.100 MILE(S)  S H R C I F           $ 4,899          READY FOR LETTING.........Mar 95
        R/W CODE     ;# PARCELS                ------          LETTING...        ........Jun 95
                                              $24,497          PROJECT COMPLETE..........Nov 97
        DESIGNER: Steve Nezovich                       CONSULTANT: Boyd E. Phelps, Inc.
        INCLUDES DES # 8902474                           DISTRICT:  Laporte

US      US 24 OVER US 31
24                                          FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8902474 BRIDGE CONSTRUCTION             NH-144-6(   )          START.....................Jan 76  C
        Miami                                                  START PLAN DEVELOPMENT....Apr 89  C
                          -$$-Construction Funding-$$          RLANS TO RIGHT-OF-WAY.....
                        National Highway      $ 1,286          RIGHT-OF-WAY CLEAR........Feb 95
         0.000 MILE(S)  S H R C I F           $   321          READY FOR LETTING.........Mar 95
        R/W CODE     ;# PARCELS                ------          LETTING...        ........Jun 95
        24-52-6597B&J                         $ 1,607          PROJECT COMPLETE..........Nov 97
        DESIGNER: Hasmukh Patel                        CONSULTANT: Boyd E. Phelps, Inc.
        INCLUDED IN DES # 7302471                        DISTRICT:  Laporte
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US-24	FROM LOGANSPORT TO PERU INCLUDES 5 ROAD SEGMENTS & 10 BRIDGES		Road Construction
	TOTAL FOR ABOVE SEGMENT	$26,104	
	TOTAL FOR FROM LOGANSPORT TO PERU	$ 84,345 =======	

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                              HOOSIER HEARTLAND PROJECT UPDATE

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US-24      FROM WABASH TO HUNTINGTON                          Road Construction
           INCLUDES 5 ROAD SEGMENTS & 6 BRIDGES
 US       FROM SR 13 TO LAGRO RD, 3.5 MILES E OF
 24       SR 13 IN WABASH CO, SECTION I          FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
 7200430  ROAD RELOCATION                  NH-146-0(   )          START.....................May 88  C
          Wabash                                                  START PLAN DEVELOPMENT....Nov 89  C
                         -$$-Construction Funding-$$               RLANS TO RIGHT-OF-WAY.....Apr 91  C
                        National Highway       $ 8,112            RIGHT-OF-WAY CLEAR........Jan 95
           3.500 MILE(S)    S H R C I F        $ 2,028            READY FOR LETTING.........Feb 95
          R/W CODE  2718;# PARCELS 030          ------            LETTING...        ........May 95
                                               $10,140            PROJECT COMPLETE..........Nov 96
          DESIGNER: Steve Nezovich                         CONSULTANT: American Consulting Engineers, Inc.
          INCLUDES DES #'S 8900431 AND 8900432               DISTRICT:  Fort Wayne

 US       BRIDGE OVER CONRAIL RAILROAD, 0.27
 24       MILE E OF SR 13                        FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900431  BRIDGE CONSTRUCTION              NH-146-0(   )          START.....................May 88  C
          Wabash                                                  START PLAN DEVELOPMENT....Nov 89  C
                         -$$-Construction Funding-$$               RLANS TO RIGHT-OF-WAY.....
                        National Highway       $   823            RIGHT-OF-WAY CLEAR........Jan 95
           0.000 MILE(S)    S H R C I F        $   206            READY FOR LETTING.........Feb 95
          R/W CODE  2718;# PARCELS              ------            LETTING...        ........May 95
          24-85-2632                           $ 1,029            PROJECT COMPLETE..........Nov 96
          DESIGNER: Hasmukh Patel                          CONSULTANT: American Consulting Engineers, Inc.
          INCLUDED IN DES # 7200430                          DISTRICT:  Fort Wayne

 US       BRIDGE OVER ENYEART CREEK, 1.45 MILES
 24       E OF SR 13                             FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900432  BRIDGE CONSTRUCTION              NH-146-0(   )          START.....................May 88  C
          Wabash                                                  START PLAN DEVELOPMENT....Nov 89  C
                         -$$-Construction Funding-$$               RLANS TO RIGHT-OF-WAY.....
                        National Highway       $   642            RIGHT-OF-WAY CLEAR........Jan 95
           0.000 MILE(S)    S H R C I F        $   160            READY FOR LETTING.........Feb 95
          R/W CODE  2718;# PARCELS              ------            LETTING...        ........May 95
          24-85-7587                           $   802            PROJECT COMPLETE..........Nov 96
          DESIGNER: Hasmukh Patel                          CONSULTANT: American Consulting Engineers, Inc.
          INCLUDED IN DES # 7200430                          DISTRICT:  Fort Wayne


                    ***TOTAL FOR ABOVE SEGMENT***       $11,971

 US       FROM LARGO RD 3.5 MILES E OF SR 13 TO
 24       CR 600 E 2.0 MILES W OF HUNTINGTON COL FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900433  ROAD RELOCATION                  NH-146-0(   )          START.....................May 88  C
          Wabash                                                  START PLAN DEVELOPMENT....Nov 89  C
                         -$$-Construction Funding-$$               RLANS TO RIGHT-OF-WAY.....Dec 90  C
                        National Highway       $ 6,468            RIGHT-OF-WAY CLEAR........Oct 94
           3.100 MILE(S)    S H R C I F        $ 1,617            READY FOR LETTING.........Nov 94
          R/W CODE  2719;# PARCELS 013          ------            LETTING...        ........Feb 95
          SECTION II                           $ 8,085            PROJECT COMPLETE..........Nov 95
          DESIGNER: Steve Nezovich                         CONSULTANT: Beam Longest & Neff, Inc.
          INCLUDES DES #'S 8900434 AND 8900436               DISTRICT:  Fort Wayne
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                                    HOOSIER HEARTLAND PROJECT UPDATE

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US-24     FROM WABASH TO HUNTINGTON                                 Road Construction
          INCLUDES 5 ROAD SEGMENTS & 6 BRIDGES
 US      BRIDGE OVER LARGO CREEK, APPROX 4.1
 24      MILES E OF SR 13                     FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900434 BRIDGE CONSTRUCTION               NH-146-0(    )          START......................May 88  C
         Wabash                                                    START PLAN DEVELOPMENT....Nov 89  C
                       -$$-Construction Funding-$$                 RLANS TO RIGHT-OF-WAY.....
                     National Highway       $ 1,201                RIGHT-OF-WAY CLEAR........Oct 94
          0.000 MILE(S)    S H R C I F      $   301                READY FOR LETTING.........Nov 94
         R/W CODE  2719;# PARCELS            ------                LETTING...        ........Feb 95
         24-85-7588                         $ 1,502                PROJECT COMPLETE..........Nov 95
         DESIGNER: Hasmukh Patel                           CONSULTANT: Beam Longest & Neff, Inc.
         INCLUDED IN DES # 8900433                           DISTRICT:  Fort Wayne

 US      BRIDGE OVER RAGER CREEK, APPROX 2.5
 24      MILES W OF THE HUNTINGTON COL        FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900436 BRIDGE CONSTRUCTION               NH-146-0(    )          START......................May 88  C
         Wabash                                                    START PLAN DEVELOPMENT....Nov 89  C
                       -$$-Construction Funding-$$                 RLANS TO RIGHT-OF-WAY.....
                     National Highway       $   564                RIGHT-OF-WAY CLEAR........Oct 94
          0.000 MILE(S)    S H R C I F      $   141                READY FOR LETTING.........Nov 94
         R/W CODE  2719;# PARCELS            ------                LETTING...        ........Feb 95
         24-85-7589                         $   705                PROJECT COMPLETE..........Nov 95
         DESIGNER: Steve Nezovich                          CONSULTANT: Beam Longest & Neff, Inc.
         INCLUDED IN DES # 8900433                           DISTRICT:  Fort Wayne


                  ***TOTAL FOR ABOVE SEGMENT***       $10,292

 US      CR 600 E IN WABASH CO 2.0 MILES W OF
 24      COL TO HUNTINGTON COL, SECTION III   FY FOR FUNDING 95    -*-*-KEY ACTIVITY SCHEDULE-*-*-
 8900437 ROAD RELOCATION                   NH-146-0(    )          START......................May 88  C
         Wabash                                                    START PLAN DEVELOPMENT....Nov 89  C
                       -$$-Construction Funding-$$                 RLANS TO RIGHT-OF-WAY.....Dec 90  C
                     National Highway       $ 5,572 '              RIGHT-OF-WAY CLEAR........Oct 94
          2.050 MILE(S)    S H R C I F      $ 1,393                READY FOR LETTING.........Nov 94
         R/W CODE  2720;# PARCELS 013        ------                LETTING...        ........Feb 95
                                            $ 6,965                PROJECT COMPLETE..........Nov 96
         DESIGNER: Steve Nezovich                          CONSULTANT: Bernadin, Lochmueller & Assoc., Inc.
                                                             DISTRICT:  Fort Wayne


                  ***TOTAL FOR ABOVE SEGMENT***       $ 6,965
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                              HOOSIER HEARTLAND PROJECT UPDATE

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US-24      FROM WABASH TO HUNTINGTON                              Road Construction
           INCLUDES 5 ROAD SEGMENTS & 6 BRIDGES
 US       FROM WABASH COL TO SR 105 E JCT IN
 24       HUNTINGTON CO, SECTION IV             FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900438   ROAD RELOCATION                   NH-146-0(    )          START.....................May 88  C
          Huntington                                                START PLAN DEVELOPMENT....Nov 89  C
                         -$$-Construction Funding-$$                RLANS TO RIGHT-OF-WAY.....Jan 91  C
                       National Highway       $ 9,181               RIGHT-OF-WAY CLEAR........Jan 95
           2.520 MILE(S)    S H R C I F       $ 2,295               READY FOR LETTING.........Feb 95
          R/W CODE  2721;# PARCELS 028         ------               LETTING...        ........May 95
                                              $11,476               PROJECT COMPLETE..........Nov 96
          DESIGNER: Steve Nezovich                           CONSULTANT: Lawson-Fisher Associates, Inc.
                                                               DISTRICT:  Fort Wayne


                  ***TOTAL FOR ABOVE SEGMENT***       $11,476

 US       FROM SR 105 E JCT TO SR 9/SR 37
 24       SECTION V                             FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900439   ROAD RELOCATION                   NH-146-0(    )          START.....................May 88  C
          Huntington                                                START PLAN DEVELOPMENT....Nov 89  C
                         -$$-Construction Funding-$$                RLANS TO RIGHT-OF-WAY.....Sep 91  C
                       National Highway       $ 8,762               RIGHT-OF-WAY CLEAR........Dec 94
           4.020 MILE(S)    S H R C I F       $ 2,190               READY FOR LETTING.........Jan 95
          R/W CODE  2722;# PARCELS 029         ------               LETTING...        ........Apr 95
                                              $10,952               PROJECT COMPLETE..........Nov 96
          DESIGNER: Steve Nezovich                           CONSULTANT: Butler, Fairman & Seufert, Inc.
          INCLUDES DES #'S 8900441 AND 8900442                 DISTRICT:  Fort Wayne

 US       BRIDGE OVER CLEAR CREEK
 24                                             FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900441   BRIDGE CONSTRUCTION               NH-146-0(    )          START.....................May 88  C
          Huntington                                                START PLAN DEVELOPMENT....Nov 89  C
                         -$$-Construction Funding-$$                RLANS TO RIGHT-OF-WAY.....
                       National Highway       $   424               RIGHT-OF-WAY CLEAR........Dec 94
           0.000 MILE(S)    S H R C I F       $   106               READY FOR LETTING.........Jan 95
          R/W CODE  2722;# PARCELS             ------               LETTING...        ........Apr 95
          24-35-7590                          $   530               PROJECT COMPLETE..........Nov 95
          DESIGNER: Hasmukh Patel                            CONSULTANT: Butler, Fairman & Seufert, Inc.
          INCLUDED IN DES # 8900439                            DISTRICT:  Fort Wayne

 US       BRIDGE OVER SILVER CREEK
 24                                             FY FOR FUNDING 95   -*-*-KEY ACTIVITY SCHEDULE-*-*-
8900442   BRIDGE CONSTRUCTION               NH-146-0(    )          START.....................May 88  C
          Huntington                                                START PLAN DEVELOPMENT....Nov 89  C
                         -$$-Construction Funding-$$                RLANS TO RIGHT-OF-WAY.....
                       National Highway       $   600               RIGHT-OF-WAY CLEAR........Dec 94
           0.000 MILE(S)    S H R C I F       $   150               READY FOR LETTING.........Jan 95
          R/W CODE  2722;# PARCELS             ------               LETTING...        ........Apr 95
          24-35-7591                          $   750               PROJECT COMPLETE..........Nov 95
          DESIGNER: Hasmukh Patel                            CONSULTANT: Butler, Fairman & Seufert, Inc.
          INCLUDED IN DES # 8900439                            DISTRICT:  Fort Wayne
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HOOSIER HEARTLAND PROJECT UPDATE

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US-24      FROM WABASH TO HUNTINGTON                                   Road Construction
           INCLUDES 5 ROAD SEGMENTS & 6 BRIDGES

                  ***TOTAL FOR ABOVE SEGMENT***       $12,232


   TOTAL FOR FROM WABASH TO HUNTINGTON               $ 52,936
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INDIANA DEPARTMENT OF TRANSPORTATION
DEMONSTRATION PROJECTS
FUNDING BREAKDOWN

PROJECT: HOOSIER HEARTLAND CORRIDOR - US 24 LAFAYETTE TO FT. WAYNE

APPROPRIATION CODE: 503
INDUSTRIAL CORRIDOR

CURRENT AUTHORIZATIONS

LEGISLATION	FISCAL YEAR	FUNDING SOURCE	AVAILABLE AMOUNT	AMOUNT SPENT	BALANCE AVAILABLE
1988 APPROPRIATION	1989	GENERAL FUND	$1,000,000 (2)	$1,000,000	$0
1989 APPROPRIATION	1990	GENERAL FUND	2,378,000 (2)	722,836	1,655,164
1990 APPROPRIATION	1991	GENERAL FUND	2,550,000 (3)	1,237,525	1,312,475
1991 ISTEA (1)	1992	TRUST FUND	760,000	0	$760,000
1991 APPROPRIATION	1992	GENERAL FUND	3,600,000 (3)	0	3,600,000
1991 ISTEA	1993	TRUST FUND	1,748,000	0	1,748,000
TOTAL			$12,036,000	$2,960,361	$9,075,639

(1) TOTAL 6 YEAR AUTHORIZATION IS $9,500,000. 8% AVAILABLE FIRST YEAR, 18.4% EACH YEAR THEREAFTER.
(2) WABASH TO HUNTINGTON SEGMENT ONLY.
(3) LOGANSPORT TO PERU SEGMENT ONLY.

FUTURE AUTHORIZATIONS

LEGISLATION	FISCAL YEAR	FUNDING SOURCE	AVAILABLE AMOUNT
1991 ISTEA	1994	TRUST FUND	$1,748,000
1991 ISTEA	1995	TRUST FUND	1,748,000
1991 ISTEA	1996	TRUST FUND	1,748,000
1991 ISTEA	1997	TRUST FUND	1,748,000
TOTAL			$6,992,000

TOTAL CURRENT PLUS FUTURE AUTHORIZATIONS $16,067,639

THURSDAY, MAY 6, 1993.

MEMPHIS AREA TRANSIT AUTHORITY

WITNESSES

HAROLD FORD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TENNESSEE

FRED M. GILLIAM, PRESIDENT/GENERAL MANAGER, MEMPHIS AREA TRANSIT AUTHORITY

JAN PIERCE

Mr. CARR. Our next witness will be Mr. Gilliam, President and General Manager of the Memphis Area Transit Authority.

I understand they were expecting our good friend and my neighbor, Harold Ford, to be with you, but apparently he is detained in the Ways and Means Committee today and won't be here. He is a fine gentleman. He literally is my neighbor, lives next door to me.

Welcome. Your testimony will be made a part of the record. We would ask you to summarize.

Mr. GILLIAM. Thank you, Mr. Chairman.

The Honorable Congressman Ford regrets he is unable to be here because of markup, but he would like for to us proceed.

[The prepared statement of the Hon. Ford follows:]

CONGRESSMAN HAROLD FORD'S INTRODUCTION OF MR. FRED GILLIAM TO THE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

MAY 6, 1993

THANK YOU CHAIRMAN CARR AND MEMBERS OF THE SUBCOMMITTEE ON TRANSPORTATION FOR ALLOWING ME TO SPEAK BEFORE YOU TODAY.

BEFORE I INTRODUCE MR. FRED GILLIAM, PRESIDENT AND GENERAL MANAGER OF THE MEMPHIS AREA TRANSIT AUTHORITY, I WOULD LIKE TO SAY A FEW WORDS ABOUT MEMPHIS AND THE CITY'S NEED FOR FUNDS TO COMPLETE ITS GREATLY NEEDED TRANSPORTATION PROJECTS.

I AM PLEASED BY THE SUPPORT THAT THE MEMPHIS AREA TRANSIT AUTHORITY HAS RECEIVED IN THE PAST FROM THIS COMMITTEE AND I HOPE THAT MEMPHIS WILL HAVE YOUR SUPPORT FOR FY 1994 EARMARKS THAT WILL COMPLETE THREE MAJOR PROJECTS IN THE CITY: THE CENTRAL STATION INTERMODAL TERMINAL, THE NORTH END TRANSIT/PARKING FACILITY, AND THE RIVERFRONT LOOP EXTENSION OF THE RAIL TROLLEY SYSTEM.

MEMPHIS IS A GROWING CITY WITH POTENTIAL FOR GREAT FUTURE PROSPERITY. AN EFFICIENT TRANSPORTATION SYSTEM IS VITAL IF THE CITY IS TO MEET ITS GOALS. AN EFFICIENT TRANSPORTATION SYSTEM IS VITAL IF THE CITY IS TO MEET ITS GOALS. IMPROVED MOBILITY WILL PROVIDE OPPORTUNITIES FOR ECONOMIC DEVELOPMENT AND JOBS TO A CITY WITH A HIGH RATE OF POVERTY.

THE THREE CONSTRUCTION PROJECTS THAT MR. GILLIAM WILL SPEAK TO YOU ABOUT IN GREATER DETAIL WILL HELP REVITALIZE AREAS AROUND THE PERIPHERY OF THE DOWNTOWN AREA.

THE TRANSIT AUTHORITY WILL ALSO BE REQUESTING AN EARMARK FOR A DETAILED STUDY OF FUTURE RAIL CORRIDORS IN THE MEMPHIS REGION.

AS A NON-ATTAINMENT FOR AIR POLLUTION, MEMPHIS MUST EXPLORE OPTIONS OTHER THAN CONTINUED ROAD BUILDING TO ENSURE FUTURE GROWTH AND LIVABILITY OF THE REGION. POLLUTION-FREE ELECTRIC VEHICLES OPERATING ON A REGIONAL LIGHT RAIL SYSTEM MUST BE SERIOUSLY CONSIDERED.

I AM PLEASED TO HAVE MR. FRED GILLIAM, THE PRESIDENT OF MEMPHIS AREA TRANSIT AUTHORITY, HERE TODAY REPRESENTING MY DISTRICT, THE CITY OF MEMPHIS, AND I URGE YOU TO STRONGLY CONSIDER HIS REQUESTS.

THANK YOU.

Mr. **Gilliam.** Jan Pierce would like to give some remarks. We will be available for any questions after her brief remarks.

Thank you.

Ms. **Pierce.** Thank you, Chairman Carr, and Members of the subcommittee, for allowing us to speak to you today.

We very much appreciate the support that the Memphis Area Transit Authority has gotten from the subcommittee in the past. This has been instrumental in the successful completion of our Main Street trolly which began service a week ago today and already has crush loads and extended hours. We think it will serve as the catalyst for downtown revitalization.

Memphis is a growing city with potential for great future prosperity. It is not that prosperous at the moment. An efficient transportation system is vital if the city is to meet its goals. Improved mobility will provide opportunities for economic development and jobs to a city with a very high rate of poverty.

Memphis has made significant commitment to transit by allocating the interstate substitution funds to the Main Street trolly instead of using the money to build more roads. Matters for which we are requesting funds today, there are three construction projects in the downtown area that will, in conjunction with the Main Street trolly, complete the downtown public transportation system. These are the Central Station intermodal terminal, the river front loop and the extension of the rail trolly system.

These projects have received Federal funding in past years, and this request would be for remaining funds to complete the construction of all three projects.

Central Station is a great opportunity to implement the intermodal terminal in the spirit of the ISTEA of 1991. It would serve the inner city as well as intrastate modes of transportation, and it would have an overmatch of 13 percent.

The North End Terminal is also intermodal, uniting buses, automobiles, and rail trollies, providing peripheral parking outside the core of the central business district.

The River Front Loop, which will complete the trolly loop, would provide direct access to a number of major trip generators in the downtown area, including the 20,000 seat arena. It is a low-cost project that will approximately double the downtown rail mileage, largely utilizing city owned right-of-way and existing trackage.

MATA has committed over $3 million to the River Front Loop Project and we are looking forward to the appropriation of the remaining $1 million allocated to Memphis in the fiscal year 1994 appropriations.

All three construction projects will create jobs and enhance economic development efforts in areas around the periphery of the downtown area that are being revitalized.

MATA is also requesting an earmark for detailed study of corridors in the Memphis region. As a non-attainment area for air pollution, Memphis must explore options other than continued road building to ensure future growth and liveability of the region.

Pollution-free electric vehicles operating on a light rail system is one option being justly considered. The regional air plan will provide the documentation necessary to make choices about alignments, ridership, technologies and cost.

We will all be available to answer any questions, but I would like to turn it over at the moment to Mr. Gilliam, who is the President and General Manager of the authority.

Mr. **Gilliam**. Thank you, Ms. Pierce.

The projects she described are certainly worthy to be considered. We are currently soliciting proposals or have proposals to do the architecture and engineering on the projects, and we have about half the funds committed from previous years for the construction.

We are unable to award any contracts on construction until we have some indication of the future of this. Any questions you might have, we would certainly be happy to address them.

[The prepared statement on MATA follows:]

MEMPHIS AREA TRANSIT AUTHORITY
Memphis, Tennessee

The Memphis Area Transit Authority (MATA) and the City of Memphis are making a strong commitment to transit as a viable mobility alternative for its citizens.

On April 29, 1993 the Main Street Trolley was inaugurated. This project is the first step in development of a complete downtown rail transit and terminal system. It was largely financed with Interstate Substitution funds that local decision-makers chose to allocate to transit rather than highways. This decision is evidence of local support for rail transit. In addition, private funding commitments, currently totaling over $1 million, were secured for purchase and restoration of vintage trolley vehicles. The fund raising effort is continuing with additional corporate sponsors expected to be added in the near future. Overall, the project was completed within 1% of budget.

The Main Street Trolley is also the beginning of the process of implementing passenger rail service throughout the Memphis area to improve mobility and support economic development. Federal financial assistance is being requested for four projects -- three of which will provide the remaining part of the downtown circulation system (see map), and the fourth will provide the technical basis for proceeding into detailed planning and engineering for regional rail corridors. Two of these projects, Central Station Intermodal Terminal and North End Transit/Parking Facility, have previously received earmarks from Congress. Like the Main Street Trolley project, these projects will be implemented with the support of a broad-based public/private partnership. The projects are described more fully in the following sections.

CENTRAL STATION INTERMODAL TERMINAL

Background - Current and proposed developments in the downtown area create the need for strategic locations for intermodal transfers for trains, trolleys and intercity buses, as well as intercept locations for automobiles and buses entering the Central Business District (CBD). Central Station provides an ideal location as a peripheral transfer point not only for local transit and transportation but also for inter-city transit and transportation. In this regard, Central Station represents, in many respects, an ideal opportunity for the development of an intermodal terminal. The project is also designed to aid revitalization of the entire area.

Central Station is located on 13 acres in the southern part of the Central Business District (CBD), at the southern terminus of the Main Street Trolley. The property includes an eight-story Terminal Building, a Powerhouse Building and a Package Express Building. The remainder of the property is vacant except for railroad tracks that pass through the site. The Terminal Building and Powerhouse Building were built in 1914 and have considerable historic significance. Both are listed as contributing buildings within districts that are on the National Register of Historic Places. Currently, the only active part of the buildings is a small portion of the first floor of the Terminal Building utilized by AMTRAK as its passenger terminal.

Project Description - The historic Central Station buildings will be renovated and new facilities will be constructed in order to serve the various transportation modes that will be included in the project. The Terminal Building will be carefully restored, and upgraded as necessary to meet current construction codes and functional needs of the transportation tenants. The first and second floors will accommodate the transportation tenants with some space available for lease to commercial tenants. The upper floors will be developed for lease as office, residential and housing space. MATA plans to move its administrative offices into the Terminal Building.

Other parts of the project include construction of a intercity bus area with parking adjacent to, and connected to, the Terminal Building, construction of a bus terminal area for

MATA buses, renovation of the Powerhouse Building, renovation of the Package Express Building, provision of 1,000 surface parking spaces, and various other site improvements. The total square footage of the existing and proposed buildings is approximately 192,000.

Project Status - A total of $6 million in federal funds has been committed in FY-92 and FY-93. The remaining federal funds, totaling $5.9 million, are requested for FY-94. Major transportation tenants will provide a 13% overmatch for this project. Final negotiations are underway for acquisition of the property. Design will begin in Fall 1993, with construction expected to be completed by late 1995.

NORTH END TRANSIT/PARKING FACILITY

Background - The North End Terminal is a companion project to Central Station. It would be constructed in the northern part of the CBD in an area known as the Pinch District. This facility will intercept CBD-bound traffic by providing for bus-trolley transfers, bus-bus transfers, and auto-trolley transfers. Additional benefits of a facility in this area are the ability to generate revenue from parking for events in the nearby Pyramid Arena, a 20,000-seat multi-purpose facility that handles about 150 events per year, including all of the Memphis State University basketball team's home games. The North End Terminal will also provide a catalyst for continued redevelopment by increasing the amount of activity in the Pinch District. The proposed site is one city block comprising about 2.25 acres, including one 40,000 square foot building. The site is at the northern terminus of the Main Street Trolley line. The site has good major street access and is served by several MATA bus routes.

Project Description - A transit transfer terminal and parking facility will be constructed on the site at the corner of Main Street and Auction Avenue. The project will provide facilities for MATA bus transferring, automobile parking, MATA office space, and other leasable space.

New construction will include bus berths in the terminal area with associated passenger waiting areas on the ground level, and structured parking for up to 500 automobiles above the bus terminal. A portion of the existing building will be used for MATA's Customer Information Center, with the remainder leased for office-related activities.

Project Status - A total of $3.815 million in federal funds has been committed in FY-92 and FY-93. The remaining federal funds, totaling $3.6 million, are requested for FY-94. Final negotiations are underway for acquisition of the property. Design will begin in Fall 1993, with construction expected to be completed by late 1995.

RIVERFRONT LOOP

Background - The Main Street Trolley serves the central portion of downtown and many of its trip generation points. However, the area near the riverfront of the Mississippi River is not directly served and it also has a number of major generators, including the Pyramid Arena, the South Bluffs residential development, Mud Island Park, Tom Lee Park, and several restaurants and clubs. The riverfront area has existing railroad tracks that are available for purchase and use in passenger rail service. These tracks are parallel to the Main Street Trolley tracks for most of its length.

Project Description - The Main Street Trolley will be extended to create a downtown loop utilizing existing rail tracks along the riverfront and short sections of new trackage. The right-of-way is owned by the City of Memphis. This property could be donated to the project as overmatch. Within the right-of-way, the trackage is owned by the Illinois Central Railroad and is available for purchase. New tracks will be constructed to connect the north and south ends of the Main Street Trolley with the existing tracks and to provide passing tracks at various locations.

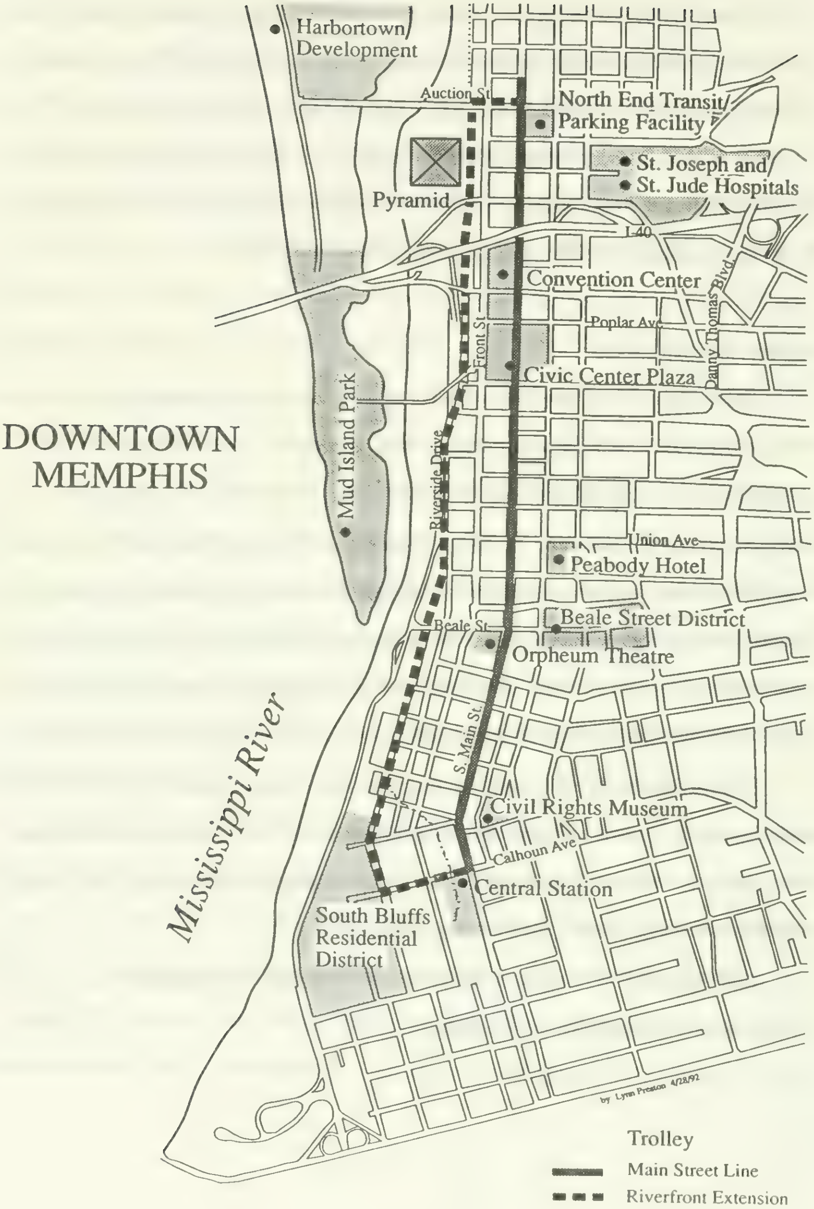
Project Status - A total of $3.1 million in federal Interstate Substitution funds has been appropriated in FY-91, FY-92 and FY-93 and designated for this project. The remaining $1 million in Memphis' Interstate Substitution is expected to be appropriated in FY-94. The remaining federal funds, totaling $5.9 million in Section 3 funding, is requested for FY-94. Detailed planning and environmental studies will be initiated later this year, with engineering design to be completed in 1994 and construction completed in 1995.

REGIONAL RAIL PLAN

Background - In the late 1980's MATA initiated steps to bring modern light rail transit (LRT) to Memphis. A Long Range Transit Plan, completed in 1989, analyzed bus service requirements for a 20-year period and identified the Poplar Corridor as having potential for a major transit capital investment. In 1990, a Commuter Rail Study of the Poplar Corridor and a corridor serving Cordova was completed. This study evaluated the feasibility of implementing commuter rail services on existing tracks in conjunction with freight trains. There has been no comprehensive study of all major travel corridors and availability of railroad rights-of-way to aid the decision-making process for future policies regarding rail transit in the Memphis area.

Project Description - The Regional Rail Plan would update, expand and provide more detailed analysis of travel corridors with a high potential for future investment in rail transit. Major travel corridors would be studied in detail to determine physical feasibility, cost, potential ridership, technology options, and financing methods.

Project Status - No funds have been secured for this project at the present time. A 12-18 month time period is projected for the study.


DOWNTOWN
MEMPHIS
Harbortown Development
Auction St
North End Transit/Parking Facility
St. Joseph and
St. Jude Hospitals
Pyramid
I-40
Convention Center
Danny Thomas Blvd
Poplar Ave
Front St
Civic Center Plaza
Mud Island Park
Riverside Drive
Union Ave
Peabody Hotel
Beale St
Beale Street District
Orpheum Theatre
Mississippi River
S. Main St.
Civil Rights Museum
Calhoun Ave
Central Station
South Bluffs Residential District
by Lynn Preston 4/28/92
Trolley
Main Street Line
Riverfront Extension

Mr. **Carr.** It would be helpful if you could, for us, if you would, amend your statement with answers to the questions that we have in our investment criteria.

Also, we would really appreciate it if you could get some maps, some schematics of alignments of what you are doing. That would be helpful.

Mr. **Gilliam.** Just amend—regarding this criteria? We would be happy to do that.

Mr. **Carr.** Thank you very much.

THURSDAY, MAY 6, 1993.

RAIL FUNDING ISSUES

WITNESS

DARREL RENSINK, CHAIRMAN, AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICERS' NATIONAL CONFERENCE OF STATE RAILWAY OFFICIALS, AND DIRECTOR, IOWA DEPARTMENT OF TRANSPORTATION

Mr. **Carr.** Our next witness will be Darrel Rensink, from AASHTO.

Welcome.

Mr. **Rensink.** Thank you, Mr. Chairman.

Mr. Chairman and Members of the committee, thank you very much for the opportunity to present testimony today. As indicated by your agenda, I am Darrel Rensink representing AASHTO, as chair of the National Conference of State Railway Officials, and I serve as Director for the Iowa Department of Transportation.

You have copies of my entire testimony and I appreciate that it will become a part of the record, so I will be very brief. You have had a long day and I know you have more coming, so I will do my best to keep you on a time schedule.

I will just give you some of the highlights of my testimony. The first point of reference and focus, I guess, is the support of AASHTO for the Local Rail Freight Assistance program. AASHTO supports the authorized $30 million for fiscal year 1994 and for the next five fiscal years throughout end of the century.

These funds are vital for restoration, improvement, or construction on low-density rail lines. These lines comprise thousands of miles and form the core of the feeder system moving much of the Nation's freight to market.

Continuation of service on these lines is often essential to regional economies, and continued Federal funding will certainly help ensure the survival of railroads operating in today's financial environment.

I think it is important to note that States can't do it alone. It requires a partnership of Federal, State and local units working together. I would just like to give an example of my home State of Iowa, what we have done as a partnership.

Since 1978, Iowa has rehabilitated 1,614 miles of branch lines by leveraging Federal funding in the following way. The State has put in $24 million or 18 percent of a total of about $138 million which we have rehabilitated. The Federal Government has put in $30.5

minimum or 22 percent. The shippers, $37 million. And the railroads have put in almost $46 million.

Now, I think that shows a real partnership that works in terms of the rehabilitation on these lines. Had it not been for the Federal participation, many of these branch line rehabilitation projects simply would not have come about.

I would also just like to digress for a moment. Since becoming chair of the National Conference of State Rail Officials, I have had the opportunity to become more familiar with many States and the transportation planning that goes on in these States.

And I guess I am pleased, and it should be noted, that I think States in general are becoming much more sophisticated in their transportation investment decisions. With finite funds, there is no other choice. To keep America, to keep our States and to keep our businesses economically competitive, it has to be done in that way.

And we believe that rail and rail systems are an important part of the Nation's transportation systems, and really the bottom line is to stay competitive with the world in terms of our economy, and transportation certainly is the fuel that drives the engine.

The other three areas of my testimony is AASHTO does support the loan guarantee program. This would provide loan guarantees for principal and interest for railroad obligations. Congress has not provided Section 511 loan guarantee obligation since the mid-1980s. We believe it is a good program.

According to the FRA, reestablishment of this program would help fund a reported $440 million capital shortfall for small carriers. Loan guarantees are needed. Many small railroads have difficulties securing financing from most banks.

The third point of focus in my testimony is the railroad safety state participation program. AASHTO supports a program for 50 percent of the program costs, about $5- or $6 million. A strong Federal/State/local partnership is necessary to assure the safety of Federal railroad programs.

The last area of focus is the State-supported Amtrak trains. AASHTO supports full funding for the fiscal year 1994 authorization levels for Amtrak, $250 million for Northeast corridor, and $9.5 million for new State-supported 403(b) service. Amtrak is an essential part of the nation's transportation system, and is becoming increasingly popular to the States.

Mr. Chairman, I don't envy you the tremendous task you have in sorting out the overwhelming number and dollar amounts of requests before you. I also applaud you for developing the investment criteria which I have quickly reviewed. And even though investment criteria for rail is not mentioned, and I can understand that, I might point out that the monies the States request from FRA are subject to very rigorous cost-benefit tests that focus on long-term public cost savings.

We do for the investment criteria support these cost benefits.

Thank you very much. I appreciate the opportunity to be here.

[The prepared statement of Mr. Rensink follows:]

American Association of
State Highway and
Transportation Officials

Wayne Muri, President
Chief Engineer
Missouri Highway
and Transportation
Department

Francis B. Francois
Executive Director

STATEMENT BEFORE
THE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION
U.S. HOUSE OF REPRESENTATIVES

Relating to

FEDERAL RAILROAD PROGRAMS

by

DARREL RENSINK
Director, Iowa Department of Transportation

Representing the

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
444 North Capitol Street, N.W., Suite 249
Washington, D. C. 20001

May 6, 1993

Founded in 1914, AASHTO represents the departments concerned with transportation and highways in the fifty states, the District of Columbia and Puerto Rico, to foster the development, operation and maintenance of an integrated national transportation system. The active members of AASHTO are the duly constituted heads and other chief directing officials of the member transportation and highway agencies.

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Telephone (202) 624-5800 Telefax (202) 624-5806 Telex 4900009580 HTO

Working To Connect America

Mr. Chairman, my name is Darrel Rensink, and I am Director of the Iowa Department of Transportation. Today I am representing The American Association of State Highway and Transportation Officials (AASHTO) in my capacity as Chairman of the National Conference of State Railway Officials (NCSRO), which is AASHTO's Standing Committee on Railroads. I appreciate the opportunity to express our views on a number of rail funding issues.

The Administration's budgetary support for transportation programs is generally favorable for all modes of transportation. State rail officials are pleased with many of the provisions of the budget, but we must respectfully express our opposition to the insufficient federal funding proposed for Amtrak, particularly state-supported Section 403(b) trains, and to the exclusion of funding for the Local Rail Freight Assistance Program (LRFA), Section 511 loan guarantees, and state participation program in rail safety.

These program areas must continue moving forward if we are to properly address the full transportation needs of business and industry and to give them the ability to compete in domestic and world markets. AASHTO believes appropriations for these programs will enhance the efficient movement of people and goods by more fully utilizing the rail mode in accordance with the National Transportation Policy and existing federal legislation.

Local Rail Freight Assistance

AASHTO urges the Congress to fund the Local Rail Freight Assistance Program (LRFA) at the full authorized amount of $30 million for fiscal 1994, and in that same amount for the next five fiscal years through the end of the century.

We continue to support this important program for a number of reasons:

- Preservation of Feeder Rail Network - LRFA funding is intended for use on low density rail lines. These lines comprise thousands of miles and form the core of the feeder system that moves much of the nation's freight to market. The problems this program was designed to alleviate have not been eliminated. A further weakening of the feeder system would put more freight on our already overburdened highway system, and will continue to cause dislocations of shippers and disruption of economies throughout the United States. All Class 1 railroads have long had programs for the elimination of low density lines which they cannot operate profitably. These same lines have in the past decade been purchased or leased by shortline and regional railroads and are usually profitable for these smaller railroads once the deferred maintenance needs are met. Most importantly, service is generally improved and competitive prices to shippers are preserved. It is normally these railroads, not the Class 1 carriers, that are assisted by LRFA.

- Improvement in Railroad Safety - Over the last five years, small railroads have experienced twice the number of track-related derailments per million miles operated, compared to Class 1 railroads. The primary reason is that the large carriers generally defer maintenance on branch lines that they are going to sell or abandon. Investment in improved track condition is the most efficient means of increasing railroad safety.

- Continued Economic Benefits - Small railroads employ people, serve shippers, hire contractors and buy supplies, much the same as any small business. Many small businesses have difficulty securing financing for acquisition or capital improvements and small railroads clearly are no different. The LRFA program has helped to fill this gap and thus preserve the important economic benefits to the communities and people that depend on railroad transportation.

Federal Loan Guarantees (Section 511 Program)

AASHTO urges an appropriation for fiscal year 1994 for funding of Federal loan guarantees provided by Section 511 of the Railroad Revitalization and Regulatory Reform Act of 1976.

The Loan Guarantee Program has been used primarily to support critical freight car and locomotive rehabilitation and track upgrading projects. A number of loans were guaranteed under this program in the past, but Congress has not provided any Section 511 loan guarantee obligation authority since the mid-1980's.

According to a January 1993 Federal Railroad Administration report to Congress entitled "Small Railroad Investment Goals and Financial Options", reestablishment of the loan guarantee program could help fund a reported $440 million capital shortfall beyond what the small carriers can generate internally. Nearly half of the $440 million in unmet needs would be for track programs; the balance is for structural improvements, freight cars and locomotives. The FRA report establishes that loan guarantees are needed for small railroads because of the unique problems and difficulties they have in securing financing from most commercial bankers.

Mergers between Class 1 railroads and downsizing efforts in general have resulted in major rationalizations and the formation of the many shortline and regional railroads. In many instances, viability of these railroads is dependent on assistance which could be provided by this program. For example, most of the newly formed railroads have a large debt, due in part to being purchased by means of leveraged buyouts. The interest on the debt is a heavy burden for these carriers. Many small railroads have serious concerns about their ability to meet debt service due to depressed revenues caused by the slow economy. Relief in the form of low interest loans provided by the Guaranteed Loan Program should be made available to these carriers to assure their ability to provide a needed service to the many communities they serve.

Railroad Safety State Participation Program

AASHTO urges an appropriation for the Railroad Safety State Participation Program for fiscal year 1994 in an amount sufficient to reimburse the participating states for 50 percent of the costs of the program as authorized by the Rail Safety Act of 1970. We estimate these costs to be between $5 and $6 million.

AASHTO policy supports the concept that railroad safety is a major public and governmental concern. It is therefore essential that an ongoing governmental presence be maintained. A strong federal/state/local partnership is necessary to assure effective state railroad safety programs. This extends to the large Class 1 carriers as well as the smaller railroads that help support the state economies.

The Railroad Safety State Participation Program was established by the Rail Safety Act of 1970 and should be continued with funding for state program. One of the purposes of the 1970 Act was to form a federal/state partnership to assist in solving mutual safety problems. State participation in the program is encouraged in the Act by providing for the payment of up to 50 percent of state program costs by the federal government. This is not a "grant-in-aid for railroad safety." Rather, it is a partial reimbursement for expenses incurred by states in assisting the federal government in its rail safety responsibilities.

In 1990 Congress imposed a user fee on the railroad industry to compensate for the cost of railroad inspections. All of these fees are being used to reimburse the federal inspectors. Since the federal and state inspectors are by definition a partnership, a portion of these railroad user fees should be allotted to the states. It seems markedly unfair for the federal government to keep all of these fees and not pay a share to its partner.

State Supported Amtrak Trains

AASHTO urges full funding of the fiscal 1994 authorization levels for Amtrak in accordance with the Amtrak Authorization and Development Act of 1992. The Act authorizes $250 million for general capital expenditures, $250 million for Northeast Corridor capital expenditures and $381 million for operating expenses with a maximum of 5 percent available for operating expenses associated with existing state-supported 403(b) service. Additional funding of $9.5 million for fiscal 1994 was authorized specifically for new state-supported service.

We fully support Amtrak's current and future capital and operating budget requests. Adequate funding will assist Amtrak in becoming self-sufficient by 2000, the time set as a self-imposed goal. The 1992 Amtrak Authorization and development Act was developed with that goal in mind. Congress also supported expanded state supported 403(b) service by authorizing specific amounts of funds for new 403(b) service.

AASHTO policy recognizes that Amtrak is an essential part of the national transportation system. An efficient reliable national rail passenger service furthers the goal of energy conservation and offers a cost-effective solution to the problems associated with highway and air travel congestion.

Currently, one or more Section 403(b) trains are operating and service is being expanded in nine states: Alabama, California, Illinois, Michigan, Missouri, New York, North Carolina, Pennsylvania and Wisconsin. In addition, interest in commencing trains has been expressed by several states, including Alabama, Iowa, Kansas, Louisiana, Maine, Massachusetts, Nebraska, Oklahoma, Oregon, Texas and Washington.

The Section 403(b) trains are an integral part of Amtrak's system. These trains supplement the basic system by providing additional frequencies or by providing service which Amtrak does not provide to connect with the basic system trains. These trains are becoming increasingly more successful and, consequently, enhance Amtrak's revenue derived from its basic system trains. In fact, state-assisted capital programs generate over $50 million of annual investment aimed at upgrading Amtrak services, and trains benefitting from such programs now serve more than half of Amtrak's total ridership outside the Northeast Corridor.

High-Speed Rail Programs

AASHTO supports fiscal 1994 funding to support development of cost-effective, high-speed technologies, and provide financial assistance to develop high-speed ground transportation service for travelers in major intercity corridors. We support the continuation and further development of intercity capital projects as a federal responsibility and in the public interest. Comprehensive national transportation programs must address these rail passenger service needs.

The Intermodal Surface Transportation Efficiency Act of 1991 provides for initiatives favorable for the establishment of high-speed rail systems of both magnetic levitation and steel wheel technologies, by authorizing major initiatives under the National Magnetic Levitation Prototype Development Program and the National High Speed Ground Transportation Program. Other sections of the Act provide for flexibility in the expenditure of transportation funds that could benefit the establishment of these systems. The Act encourages the use of existing transportation corridors to the maximum extent feasible.

High-speed ground transportation provides the opportunity to reduce highway and airport congestion, improve ambient air quality, and improve the integrity of the nation's infrastructure.

In conclusion, Mr. Chairman, I appreciate the opportunity to express our views on these matters. I have deliberately attempted to highlight only the most important aspects and reasons for the need of each of the five funding areas, but I would be pleased to provide any further information or documentation in support of our cause. These programs are clearly in the public interest and we feel very strongly that they should be funded well beyond the experience of the past several years, particularly those programs completely overlooked in the Administration's budget.

Again, thank you. I would be pleased to attempt to respond to any questions you might have.

Mr. CARR. Thank you.

You correctly note we did not in our first iteration of criteria include railroads. We do include railroads in terms of commuter rail and the transit side of things, but right now do not have a strong grant or discretionary program in the rail area. Should we get one, we will in fact begin using investment criteria.

We are going to be urging investment criteria be used and incorporated into, somehow or other, the high-speed rail initiative that the President has announced.

I particularly appreciate your support in the face of FRA's lack of support for the LFRA program. I think there are some railroads that are collectors in our system that may find themselves under-capitalized and needing some help. We haven't, as you pointed out, been using the 511 program recently. Perhaps there is an opportunity to do so in the future.

I would like to take this opportunity, though, in the hopes of tempering AASHTO's enthusiasm for the high-speed rail program, the idea that we would fully fund a program that isn't currently authorized is getting the cart before the horse. We will have to see what the authorizing committees do.

I would also point out that the Secretary and this committee and I think a lot of others are committed to an incremental approach to improving passenger rail service in this country, perhaps doing it in a dedicated fashion, but that essentially means the Northeast corridor for the time being.

We don't have enough money to be developing high speed rail trains in Iowa, with all due respect. So I try to take every opportunity I can, particularly with someone as influential as you, to try to not rain on somebody's parade but to try to, in an effort to allow people to get real about what high speed rail means.

I really have a fear that we are going to get ourselves in a situation where just as all those States spent all that money trying to lure the Saturn plant to their State only to see it go to Tennessee, we are going to have a lot of States doing pie in the sky spending, very scarce resources for pie in the sky planning and hyping of high speed rail when it is not a near-term reality for most people in this country. So I hope that when you get to meeting with all your colleagues in AASHTO that while your support for high speed rail is noted, that it be kept in perspective, kept in balance, that States not go out and waste their money on things that aren't going to happen, and if I am saying that about high speed rail, it goes double for MAG–LEV.

We have already had three communities come before this committee in a way that lets me know they are spending inordinate amounts of money on something that is very, very, very high risk, and I doubt that the people in those communities really realize how high risk that gamble is, and if they did, they probably wouldn't waste their money.

This committee, this Member has benefited from the help of AASHTO in many instances, in fact, some of the work that you see on the table there in the investment criteria is a trail to and through AASHTO. We have adopted many of the things that AASHTO has been looking at, so we welcome your being here and thank you for your help.

Mr. Wolf.

Mr. Wolf. No questions. I share the Chairman's feeling, and I want to thank you. AASHTO has been very helpful to our office, and we have a great relationship. We thank you for coming before the committee.

Mr. Rensink. Thank you.

Thursday, May 6, 1993.

SONOMA COUNTY AND MARIN COUNTY PROJECTS

WITNESSES

HON. LYNN C. WOOLSEY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

HON. DAN HAMBURG, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

BOB ROUMIGUIERE, SUPERVISOR, CHAIRMAN, MARIN COUNTY BOARD OF SUPERVISORS

TIM SMITH, SUPERVISOR, SONOMA COUNTY

Mr. Carr. Our next witness is Lynn Woolsey, a Member from California, and accompanied by Congressman Dan Hamburg from California.

Ms. Woolsey. He will be here in a minute.

Mr. Carr. I am sure he will. Well, we will allow you to start and we will ask you to make whatever opening remarks you might want to make. We will include your full statement in the record, and then you can proceed to introduce your guests.

Ms. Woolsey. Okay, good, thank you, Mr. Chairman. Thanks for the opportunity to testify today, and I really appreciate your taking your time and you, Mr. Wolf, to receive testimony from the public witnesses relating to transportation needs across the Nation. Your patience in learning is really admirable, and I understand you have had a long day, so thank you for looking so perky and awake about all of this.

Given our time constraints, my major testimony is already submitted for the record. Mr. Chairman, while it gives me great pleasure to introduce these witnesses, it does create a dilemma in deciding which of my constituents to introduce first. They are both from different counties in my district, so going alphabetically, I would like to introduce Bob Roumiguiere, who is the Chairman of the Marin County Board of Supervisors, where he has served for 20 years, and he is called Mr. Transportation by the newspaper in his county. Bob certainly recognizes the importance of programs that will reduce traffic on our overburdened highway, which is Highway 101, and he will be discussing the importance of attaching two HOV segments on a heavily traveled route in Marin County.

From my home county of Sonoma, supervisor Tim Smith has a 15-year record of involvement in north coast politics. He is the immediate past chair of the Sonoma County Board of Supervisors and prior to that Tim served for five years on the staff of former Congressman Doug Bosco. He, too, has received well-earned recognition as a transportation authority in the area, and Tim will explain the critical need for park and ride lots in the county and the need to improve the safety of a well traveled east-west road in our district. So again I strongly associate myself with their testimony, and I appreciate your consideration today.

Thank you.

Mr. CARR. Well, thank you.

[The prepared statement of the Hon. Woolsey follows:]

LYNN C. WOOLSEY
6TH DISTRICT, CALIFORNIA

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REP. LYNN C. WOOLSEY

TESTIMONY BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

May 6, 1992

Mr. Chairman, I appreciate the opportunity to provide testimony today on several important transportation projects in the sixth Congressional District of California which I am privileged to represent.

I represent Marin and Sonoma Counties, which are the two counties directly across of the Golden Gate bridge in Northern California. Much of our traffic problems are associated with commutes along one highly-travelled route--the 101 Freeway.

Today, I am here to request your support for several critically important projects--two of which are designed to reduce traffic along the 101 Freeway. Sonoma County proposes the addition of five new park-and-ride lots in the county which would significantly increase bus ridership and the utilization of existing HOV lanes. For a total cost of $4 million, the new lots would provide the area with a total of 770 new parking spaces in the cities of Petaluma, Cotati, Rohnert Park, Windsor, and Healdsburg. With additional parking spaces at these key locations along the 101 freeway, the number of commuters who participate in carpools and vanpools will rise dramatically. By reducing traffic along the congested Highway 101 corridor, we will maximize our existing roads and improve the region's air quality.

Closer to San Francisco, Marin County is pursuing a project which would join two currently-used, but unconnected segments of HOV lanes on Highway 101, and connect the HOV lanes directly to a ferry terminal for San Francisco commuters. This project, which would also require improvements to a rail tunnel and a nearby interchange, could be completed for about $25 million. For an initial investment of $10 million, it is believed that the HOV segment and the tunnel work could be completed. This project would have a profound, positive impact on HOV use in Marin County, making much more attractive a direct HOV commute into San Francisco, and also an HOV/ferry commute into the City. Of course, this would also dovetail with Sonoma County's proposal to add the five park-and-ride lots and encourage use of the HOV lanes along the 101 corridor.

In addition, Sonoma County needs to widen and make safety improvements along a four-mile segment of a critical east-west corridor--Route 116. Route 116 is a narrow, winding road that, unfortunately, has a significant traffic accident history. Approximately $10 million is needed to improve the segment from Adobe Road to Highway 121, bringing the road up to current design standards. With increased growth in this region, Route 116 has experienced a dramatic increase in passenger traffic and has been affected by a refuse transfer facility located along the route.

Thank you for your consideration of these important projects, and for permitting me to testify today.

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Mr. CARR. It is nice to have you here. Welcome, and we have your prepared statements. They will be made a part of the record.

Mr. ROUMIGUIERE. Mr. Chairman, thank you, I wonder if my colleague wanted to—Tim, did you——

Mr. CARR. I am sorry, Dan, do you want to say a few words?

Mr. HAMBURG. Yes, that was a quick run up the stairs from the Public Works room. Mr. Chairman, Members of the subcommittee, I would like to introduce if—Lynn Woolsey has probably already done this, but I am going to do it also, introduce a great supervisor and good friend, Tim Smith.

I am also here to indicate my strong support for the two projects that Supervisor Smith is here today to support, Highway 101 is our main street through Sonoma County, our HOV lanes are successful, but they need to be more greatly utilized. It is a fact that people need every encouragement to get out of their single passenger automobile and into the buses or car pools. Doing so must be made easier than it is currently.

One way to make using HOV easier is to provide sufficient park and ride lots. Our testimony today is being presented with the goal of securing $4 million for the construction of five park and ride lots to supplement other new lots throughout the county we hope to be building with other funding sources.

Also, Mr. Chairman, we are seeking the subcommittee's assistance to improve a dangerous section of Highway 116 which is our major east-west corridor, and you will be hearing about this from supervisor Smith.

Mr. Chairman, Tim Smith who has a very distinguished record working here on the Hill and certainly as a Sonoma County supervisor is a leading figure in Sonoma County on transportation issues. He is continually striving to help us meet our infrastructure needs in a cost effective manner.

I am very confident that the projects that he is discussing today reflect his expertise and his interest. I would like to associate myself with his remarks and introduce him to you today. This is Tim Smith, the Chair of the County Board of Supervisors of Sonoma County. I understand, though, that perhaps Supervisor Roumiguiere from the neighboring county, Marin, Mr. Transportation may be addressing you first, but I also want to compliment him on his long service on behalf of Marin County and his very good work on transportation issues, so thank you very much, Mr. Chairman.

Mr. CARR. All right, Mr. Roumiguiere.

Mr. ROUMIGUIERE. Thank you, Mr. Chairman. That is only on a good day that the paper says that about me.

Mr. CARR. What else do they call you?

Mr. ROUMIGUIERE. It is embarrassing to tell you. As a long term member of an elected board, I really want to add my thanks to others for all of the time that you and your committee spend on this. I think we certainly are pleased to see the investment criteria that you have established.

I would like also to thank Congresswoman Woolsey who in her short tenure now has certainly been a great help to Marin County and we admire the work that she has been able to contribute for the good of our community back there. This project we are talking about is a closure on an HOV project.

Marin County, which lies just north of San Francisco across the Golden Gate Bridge, has been working hard to develop an HOV lane project through the 101 Corridor, which is the major corridor through our Marin—through our redwood empire counties of Marin, Sonoma and the counties to the north, and we have been fairly successful at building HOV lanes through that area.

The major plug right now is a 4.1 mile section through the City of San Rafael, that is the major plug. That plug, 1.2 miles on the northern end is now in our stip and will receive funding to improve that part of the—that segment of the HOV lane project. The 2.7 miles on the southern part which runs from the transportation center recently built by the Golden Gate Bridge district in San Rafael south to the ferry terminal to San Francisco also was constructed by the Golden Gate Bridge is our major problem. To widen it, as we normally would with an HOV lane project, in 1993 dollars is $76 million.

The project that we would like for you to consider is an alternative to that project, and it runs about 2.7 miles from San Rafael down to the ferry terminal, involves the use of an abandoned Southern Pacific right of way, railroad right of way that the Golden Gate Bridge has acquired, and is now available for use.

This project would improve that by improving a tunnel that is caved in, by completing a depressed or a—what do you call it—where the right-of-way goes through and you depress the road crossings underneath, what do you call it? Yes, how about underpass? It would be able to be accomplished for—this project, instead of the $76 million for the alternative program, can be done for about a little under $25 million, and we certainly understand that you would not be considering the granting of that large an amount this year, but we would urge you to consider granting something slightly under $10 million which would allow us to get all of the environmental work done, the engineering and the design work completed, and to improve the tunnel and begin some of the construction on the balance of that work.

We think that we can certainly come up, we believe, with matching funds of somewhere in the neighborhood of 30 to 35 percent, thus asking for somewhere in the neighborhood of a Federal grant in the amount of 65 or 70 percent of the project.

Realizing you are really short on time and we do very much appreciate your hearing us today, let me conclude, Mr. Chairman, and if there are any questions, I will try to answer them.

Mr. CARR. I am trying to understand this little graphic that I think is a copy of what you have here on the south end of that where you say Larkspur Ferry Terminal.

Mr. ROUMIGUIERE. Yes, on the south end of it, may I just step to that board quickly? This one is Highway 101 going north, the Golden Gate Bridge is just to the south of this into San Francisco. This is the Larkspur Ferry Terminal which was built by the Golden Gate Bridge Highway and Transportation District and runs ferry service to San Francisco.

This project would begin right in here, right alongside of it on the right side of the right of way and then going up here, it comes on the left side is the old Northwestern Pacific right of way, and the bridge district has acquired title to that. This project then would go into San Rafael.

This is where there would be a depressed crossing, and then—correction. This is a tunnel that is caved in and needs to be reconstructed, and this is where the depressed portion would be. Here is the San Rafael Transportation Center which is just newly constructed which opened within the last year, and this is where all the buses run by the Golden Gate Bridge operate from, both intercounty and intracounty from San Francisco, so what we would be able to do is this part in here is the major plug through this long corridor, through the redwood empire counties, and this would bypass that so that HOV buses and car pools could get off of the freeway and go sailing right through here to the transportation center in San Rafael.

Mr. CARR. Now, the railroad right of way you already own, is that it?

Mr. ROUMIGUIERE. Yes.

Mr. CARR. Are there tracks there or has that been torn up?

Mr. ROUMIGUIERE. Yes, there are tracks. The tracks will be improved to be of rail quality so that we will be able in the future to run rail transportation here and at the same time have the HOV lanes.

Mr. CARR. Well, that answers my question. You are not doing anything that precludes commuter rail in the future?

Mr. ROUMIGUIERE. Oh, absolutely.

Mr. CARR. Absolutely not?

Mr. ROUMIGUIERE. Right, absolutely not.

Mr. CARR. The HOV, what HOV are you going to use, two, three, sixteen?

Mr. ROUMIGUIERE. I am sorry?

Mr. CARR. HOV three, HOV two?

Mr. ROUMIGUIERE. Persons per vehicle? Two. That is what is on the existing HOV lanes through the area to the north and the south now.

Mr. CARR. If you ever get to that point of doing HOV three, I would encourage you to make it HOV three or capacity. There are a lot of two-passenger vehicles out there and if they are doing their best to fill up seats, they shouldn't be kept off.

My missionary work with my good friend Frank Wolf about the HOV three lanes around here that drive two-seater vehicles off of them, and I don't think that is fair myself. Do you have any questions, Mr. Wolf?

Mr. WOLF. Just one. I was going to ask the other question, too, what will you use it for in nonrush hour? What will operate in that segment nonrush hour?

Mr. ROUMIGUIERE. It can still be used by the buses. There is a very large population area in here, too, that will be able to come down this much more quickly right to the ferry station.

Mr. WOLF. So during 11:30 in the morning, will anyone be able to use it or will it just be——

Mr. Roumiguiere. The HOVs will be able to use it.

Mr. Wolf. You won't have very many HOVs then.

Mr. Roumiguiere. Whether it will be opened up to mixed flow or not is something we haven't really gotten to, Congressman.

Mr. Wolf. The other thing——

Mr. Roumiguiere. Our other HOV lanes are open to mixed flow in the off peak hours.

Mr. Wolf. Well, around here they generally open them up. I think to have pavement available whereby people can't use it at 11:30, although, Route 101 probably isn't very busy at that hour, is it, 11:30?

Mr. Roumiguiere. Well, it is nowadays.

Mr. Wolf. Well, you would probably want to open it up then. The other thing, are you building two lanes or one lane?

Mr. Roumiguiere. We hope to be able to build two. If in the future we get rail going, we might have to make it reversible for HOV.

Mr. Wolf. So in the morning this plan calls for two lanes going in?

Mr. Roumiguiere. Yes.

Mr. Wolf. And then at night using the same two going out?

Mr. Roumiguiere. Right.

Mr. Wolf. Okay. Fine. Thank you very much.

Mr. Carr. Was there any thought or planning to extend your HOV over to I–580?

Mr. Roumiguiere. The I–580 interchange is right here. This is I-580 right here, and so we have plans under way to improve this intersection.

Mr. Carr. I was thinking more now where you have the label "the future interchange" because it seems to me that if your destination is involved in I–580, you can't use the HOV, but it looks like you have something going on with a future interchange.

Mr. Roumiguiere. There is. It is about a $25 million project.

Mr. Carr. Could you connect that with the HOV? Or is that not—see, I don't know. You guys know what the local area is like.

Mr. Roumiguiere. There is going to be a way to do that, and we will have to show you that with the design work that we have going on.

Ms. Woolsey. Mr. Chairman, that isn't where the traffic is, that Highway 101 is jammed.

Mr. Carr. Okay. Thank you very much.

Mr. Roumiguiere. Thank you very much, Mr. Chairman and Mr. Wolf.

[The prepared statement of Mr. Roumiguiere follows:]

SUPERVISOR BOB ROUMIGUIERE
CHAIRMAN, BOARD OF SUPERVISORS
MARIN COUNTY, CALIFORNIA

House Appropriations Subcommittee on Transportation
Honorable Bob Carr, Chairman

May 6, 1993

Mr. Chairman, members of the Subcommittee, I am pleased to appear before you today to discuss a project which will increase bus and carpool use in our County, and in so doing, relieve highway congestion, increase our transportation capacity, and enhance our air quality, and improve highway safety. I would also like to thank Congresswoman Woolsey who, in her short time in office has already amply demonstrated her awareness of our needs in Marin County, and has offered able and eager assistance in helping to address them.

Those of you who have visited Marin County, just across the Golden Gate Bridge from San Francisco, know that our principal north-south artery, Highway 101, is horribly congested, and particularly so during peak hours. To help relieve this congestion, and to maximize the efficient use of our existing infrastructure, we have added High Occupancy Vehicle lanes along much of this route. These HOV lanes have been a success. Our successful experience with HOV, though, has been limited by a gap which exists in the most congested segment of the highway. It is the segment between San Rafael and the Golden Gate Bridge Highway and Transportation District ferry terminal at Larkspur.

From the Bridge heading north, we currently have HOV lanes for 4.9 miles, until they suddently end in San Rafael. There, we have a gap of 4.1 miles before the HOV pick up again for their final 7 miles. Funding for the northern 1.4 miles of the gap has been identified, and we expect it to be constructed with funding from other sources, including our regular federal-aid apportionment, state, and local monies. This, though, will still leave a gap of 2.7 miles in our HOV network.

The effect of this gap in such a highly congested area, is to provide a disincentive against HOV use. Why take a bus or carpool if you're sitting in the same traffic for twenty minutes for just this 2.7 miles as everybody else is forced to do?

Mr. Chairman, we must remove this disincentive and make our HOV system complete. For an investment of less than $25 million, I promise that we can significantly enhance HOV use. For less than $25 million, we can utilize abandoned rail right-of-way which is roughly adjacent to Highway 101, and already owned by the Golden Gate Bridge District and construct an HOV Bypass of the congested highway. This routing would allow HOV traffic to bypass so much of the horrible congestion that commuters experience and quicken their commute by twenty minutes.

And Mr. Chairman, this will not only increase HOV use by commuters carpooling or busing all the way into the City or to South Marin, it will also generate HOV use by commuters who would like to take the ferry into work. Our HOV Bypass provides direct access to, and is within yards of, the Larkspur ferry which offers commute service to San Francisco. There is not a doubt in anybody's mind that many more people will opt to take the ferry if they can conveniently HOV directly to the terminal.

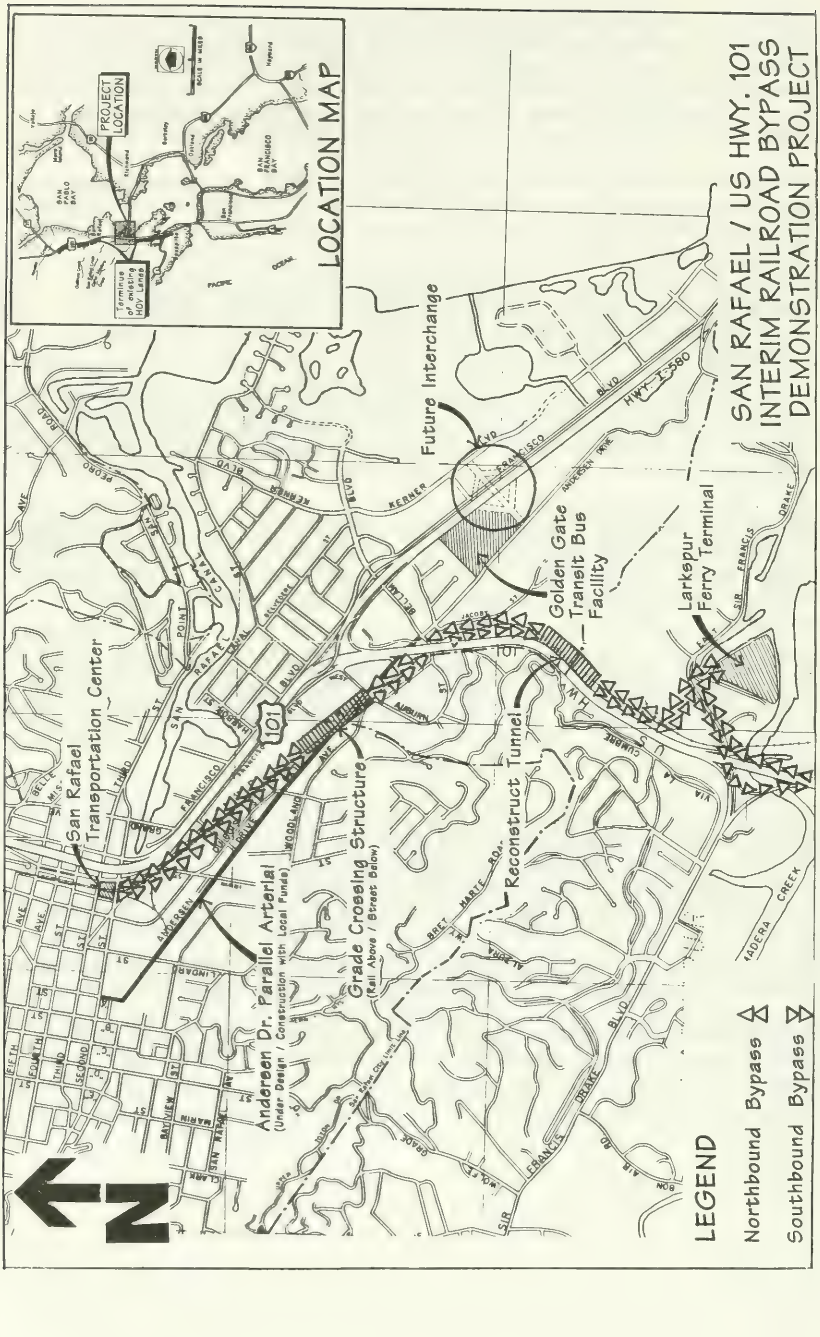
As a result of the reduced congestion on Highway 101 and the modal shift that should be induced by the better connection between the San Rafael Transit Center and the Larkspur ferry terminal, the project should substantially reduce hydrocarbon emissions and improve air quality.

Should this bypass not be constructed, and should Highway 101 simply be widened to add HOV lanes, the cost has been estimated at about $76 million, or over three times the cost of the Bypass. And it is expected that funding for that project could not occur until sometime after the year 2001.

Mr. Chairman and members of the Subcommittee, I am aware of the fact that you are unlikely to make $20 to $25 million available to us for this single project in a single year. For under $10 million in FY '94, we can make a substantial beginning to this project, completing our engineering and environmental work, and initiating construction.

To conclude, let me state once again, and without reservation, that we are determined in Marin County to make our HOV lanes a showcase for other communities around the nation. In so doing, we know that we will be making the most efficient use of our existing infrastructure, and in constructing the Bypass, we will be doing so in the most cost-effective manner. And finally, Mr. Chairman, we know that we will be doing all that we can to enhance the mobility of the people of Marin County in a manner that is sensitive to our air quality and safety concerns.

That concludes my brief testimony, Mr. Chairman, and I would be pleased to address any questions that your colleagues or yourself may have.


SAN RAFAEL / US HWY. 101
INTERIM RAILROAD BYPASS
DEMONSTRATION PROJECT
LOCATION MAP
PROJECT LOCATION
Terminus of existing HOV Lanes
SAN PABLO BAY
SAN FRANCISCO BAY
PACIFIC OCEAN
San Rafael Transportation Center
Andersen Dr. Parallel Arterial
(Under Design / Construction with Local Funds)
Grade Crossing Structure
(Rail Above / Street Below)
Reconstruct Tunnel
Golden Gate Transit Bus Facility
Larkspur Ferry Terminal
Future Interchange
101
HWY. I-580
LEGEND
Northbound Bypass △
Southbound Bypass ▽
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Mr. SMITH. Thank you very much, Mr. Chairman, and I would like to express my deep gratitude to both Congressman Hamburg and Congresswoman Woolsey who have taken the time and worked with us closely from the very beginning of them taking office, and we sincerely appreciate that.

As was mentioned earlier, Sonoma County has two projects that we are bringing forward to you today, and the first, as was mentioned earlier, is the construction of five new park and ride lots along U.S. 101. For about $4 million we could create a total of 770 new parking places in the cities of Petaluma, Cotati, Rohnert Park, Windsor and Healdsburg.

While many commuters from Sonoma are using our HOV lanes on 101, we know that many more complain about the lack of available parking for those wishing to ride buses, car pools, and van pools into Marin and the City of San Francisco as well as other destinations.

With respect to HOV lanes, it is not so simple as to build it and they will come. The actual construction of the HOV lanes is just the beginning. We must make them easier to use. Adequate parking is essential. In adding park and ride spaces, this project will almost certainly add 770 people to the number of folks using HOV, taking them out of the mixed flow lanes in their single-passenger automobiles. In doing so, obviously everybody will benefit, commuters get to work or home more quickly, reduced congestion levels result in a safer trip for all motorists and the entire community can breathe a bit easier as more HOV use means fewer emissions.

Of course, another major beneficiary is the taxpayer, by increasing ridership on our HOV lanes for the marginal cost of the park and ride lots, we are making full use of our existing infrastructure. In this day and age that is something we can all appreciate. I know that you folks certainly do, and these lots will be built with not just today in mind but tomorrow as well.

Our park and ride lots will include facilities that some might consider a bit innovative, recharging facilities will be included for electric commute vehicles, and we are dedicated to the extent allowable and feasible to use recycled material in the project's actual construction.

The second project we are requesting funding for may be a bit more traditional but to us it is no less important. Highway 116 is the main east-west corridor in Sonoma County, connecting the cities of Petaluma and Sonoma. The four-mile segment between Old Adobe Road and Arnold Drive, though, is a narrow winding pathway through a mountainous area, and it is truly, truly a dangerous piece of road.

But our county's growth patterns have congested this segment admittedly which were never intended to carry the traffic it is carrying today, and to add on to that difficulty, we have a county refuse transfer facility located in this stretch of the road or near this stretch of the road.

The mix of refuse vehicles and existing 116 traffic has proven to be a dangerous one. Studies examining various alternatives have been undertaken, some are much more expensive than what we are proposing to you here today. The preferred alternative makes a slight realignment of the roadway, straightening out the dangerous curves. It is sensitive to environmental concerns, leaving stands of beautiful old trees which our community holds very near and dear and provides for auxiliary lanes and signalization at major crossroads.

I am certain that the $10 million required price tag that I think will be a benefit to everybody in our area and hopefully for those people even residing outside the area, and I do know that you folks have been sitting through hours and hours of testimony, and I could go on, but I won't.

Obviously the rest of the information is included in the record, and I would be happy to answer any questions, and would certainly appreciate sincerely any consideration you could give us for those two projects.

Again thank you.

Mr. CARR. Mr. Wolf.

Mr. WOLF. No questions.

Mr. CARR. All right. Thank you so much. Appreciate your being here.

Mr. SMITH. Thank you very much.

Mr. CARR. You might take a copy of our investment criteria there and give us some additional information when you can.

Mr. SMITH. Will do. Thank you very much, Mr. Chairman.

[The prepared statement of Mr. Smith follows:]

Supervisor Tim Smith
Sonoma County, California

Testimony before the
House Appropriations Subcommittee on Transportation
Honorable Bob Carr, Chairman

May 6, 1993

Mr. Chairman, Members of the Subcommittee, it is an honor and a privilege to appear before you today to let you know of two transportation projects which are critical to Sonoma County if we are to successfully meet the challenge of increasing our transportation capacity in the most cost-effective manner possible.

I might say that as a former Congressional staffer, I am most impressed by your willingness to patiently sit through what I know have been many weeks of long testimony. The time you are spending is critical to our nation's transportation infrastructure, and yet I know that you have so many other demands on your time. Whatever else I will take home with me, and I hope eventually it will be support for Sonoma County transportation projects, I will always remember and appreciate your dedication to the job at hand.

Let me say also, that in the short time that we have had the opportunity to work with Congresswoman Woolsey and Congressman Hamburg, they have demonstrated their keen willingness to work hard to improve the infrastructure in their congressional districts. We are proud to be working with our new Members of Congress.

The first project I would like to discuss is the construction of five new park and ride lots along U.S. Highway 101. For just $4 million, we can create a total of 770 new parking spaces in the cities of Petaluma, Cotati, Rohnert Park, Windsor, and Healdsburg. While many commuters from Sonoma are using our HOV lanes on 101, we know that many more complain about the lack of available parking for those wishing to ride buses, carpools and vanpools into Marin County, the City of San Francisco, and other destinations. With respect to HOV lanes, it is not so simple as "build it and they will come". The actual construction of the HOV lanes is just the beginning. We must make them easier to use. Adequate parking is essential. In adding park and ride spaces, this project will almost certainly add 770 people to the number of folks using HOV, taking them out of the mixed flow lanes and their single passenger automobiles.

In so doing, everybody benefits. Commuters get to work or home more quickly. Reduced congestion levels result in a safer trip for all motorists. And the entire community can breathe a bit easier, as more HOV use means fewer emissions.

Of course, another major beneficiary is the taxpayer. By increasing ridership on our HOV lanes for the marginal cost of the park and ride lots, we are making full use of our existing infrastructure. In this day and age, that is something we can all appreciate. And these lots will be built with not just today in mind, but tomorrow as well. Our park and ride lots will include facilities that some might consider a bit innovative. Recharging facilities will be included for electric commute vehicles. And we are dedicated, to the extent allowable and feasible, to using recycled materials in the project's construction.

Mr. Chairman, the second project we are requesting funding for may be a bit more traditional, but it is no less important. Highway 116 is the main east-west corridor in Sonoma County, connecting the cities of Petaluma and Sonoma. The four mile segment between Old Adobe Road and Arnold Drive, though, is a narrow, winding pathway through a mountainous area. It is truly treacherous. But our County's growth patterns have congested this segment, which was clearly never intended to carry the traffic it is today carrying. To make matters worse, a County refuse transfer facility is located in this stretch. The mix of refuse vehicles with existing Highway 116 traffic has proven to be a dangerous one.

Studies examining various alternatives have been undertaken. Some are much more expensive than what we are proposing here today. The preferred alternative makes a slight realignment of roadway, straightening out the curves. It is sensitive to environmental concerns, leaves standing beautiful old trees which the community holds dear, and provides for auxiliary lanes and signalization at major cross roads.

Mr. Chairman, I am certain that for the $10 million required to realign this segment of Highway 116, you would be helping to save many lives, prevent numerous injuries, and insure a smooth flow of traffic.

Because I want to be respectful of the necessary time constraints the Subcommittee is operating under, let me simply conclude by saying that we are prepared to provide your colleagues and yourself with additional information pertaining to these projects such as cost-benefit analyses, environmental analyses including air quality data, sources of our local funding match, and such other information as you may deem useful.

Again, Mr. Chairman, thank you for providing me with the opportunity to appear before you today.

THURSDAY, MAY 6, 1993.

HONOLULU RAPID TRANSIT PROJECT

WITNESS

HON. NEIL ABERCROMBIE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF HAWAII

Mr. CARR. Our good friend, Neil Abercrombie, you are next.

Mr. ABERCROMBIE. I am probably the only person you are going to see today who is going to give money back, could be the only person in the history—the skies, the ceiling didn't open.

Mr. Chairman, this is actually the saddest day of my legislative career, not because of any action on your part or your committee. Quite the opposite. I can't thank you enough. Thank you for giving me time to discuss the Honolulu rapid transit project and urban mobility problems in our capital city of Honolulu.

During the last two years I have come before you and Mr. Wolf and other Members of the committee to seek Section 3 New Start funds for preliminary engineering, final design, and last year construction funds for our transit project.

Each year you have responded generously, with allocations from both years totaling $97 million. Last year alone $76.5 million was appropriated for Honolulu. I want to thank you most sincerely for your support. I know that you receive requests for Section 3 funds which exceed more than two times the amount of funds that you have available, yet you have consistently supported us. I do not envy you the task you have each year, but I want you to know on behalf of all of the people of Hawaii that we greatly appreciate your support.

When I testified before you last year, Honolulu was proposing to build a 15.9 mile elevated rapid transit fixed guideway, something parenthetically, Mr. Chairman, that I have been working on trying to come to a conclusion about from the time I was a graduate student in the late 1960s until today, so I don't come here unemotionally.

The total contract cost of the project was $1.7 billion. Honolulu proposed to overmatch the Federal share by providing 70 percent of the contract cost from local financing. As I indicated to you last year, Honolulu was poised to begin construction of our rapid transit project last December. In late September the city council was to take the final step necessary to begin construction with the enactment of .5 percent increase to our general excise tax with the proceeds to be dedicated to fund our proposed 70 percent local share.

Again, parenthetically, Mr. Chairman, as a member of the Honolulu city council, I guided that bill that provided for that opportunity for the city council through our State legislature with the support of the city council at that time. Unfortunately, despite a strong and active support from a Democratic governor, a Republican mayor, members of our congressional delegation, labor unions and civic groups, the city council voted 5–4 against the tax increase.

Since October various efforts have been undertaken to recast the financing package, knowing the demands on Section 3 New Start program myself and Senators Inouye and Akaka wrote council members, spoke with them personally urging them to come forward with a financing plan so we might be able to reach a final plan and move forward on transit.

Unfortunately, Mr. Chairman, our efforts were to no avail. Mr. Chairman, you and your colleagues, as I have stated, have been more than supportive and forthright with me in the past. I cannot in good conscience request additional funds for which we have no ability to spend. Thus I make no request for funds this year.

I know that the subcommittee in addition faces very tight budget constraints. I also know it is impossible for your subcommittee not to reallocate those funds already appropriated for which we have no prospect of spending.

Mr. Chairman, I believe that we would have been coming to you requesting funds in the neighborhood of $75 to $100 million. You have made a commitment to us in the past for up to $700 million. I think those funds now need to be released in the sense of not making a request for them. I know that reallocation by you and your committee is in order.

As I close, Mr. Chairman, I have to share with you my frustration with the problems between our mayor and the city council. Your support and the support of the subcommittee as I have indicated has been more than generous, but it is not infinite. I very much understand that. I hope now that the mayor and the city council understand it back in Hawaii.

Mr. Chairman, may I finish my remarks by saying that there has been an attempt or at least letters of interest sought for a new project with the hope that there can be private financing and perhaps some share coming from the Federal Government for a new project for rapid transit.

Our problems and difficulties with transit are not going to go away. I wanted to indicate to you that I have written to the mayor and have released a statement indicating that should a new project come forward, I will carry that agenda for Honolulu to you, but I intend to carry it to you, Mr. Wolf, and the rest of your colleagues on the basis of this criteria which you have presented.

I think it is excellent. I endorse it in every respect. I think it is sober and sound and sensible. In today's world with respect to transportation needs and meeting them in dollar sense, and I can assure you that should I be able to return at some future point with a project, that we will try in every respect to meet the necessary demands that are outlined here.

I do hope to be able to come back to you and I hope that our presentation to you today will leave you with the thought that we have been forthright and direct with you and that you would welcome us returning should we be able to meet your standards.

Mr. CARR. Indeed that is the case, and the committee knows the dedication that you have had to the people of your district and citizens of Honolulu and the need for mass transit there going back to well before your membership in this body, and I know the disappointment that you have.

I would just offer you the encouragement that in the experience of this committee what has happened is not unusual, and we have had a number of communities who had political consensus, lost it, and recovered it. When they lost it, they did lose their money, there is no doubt about it, and that is only fair to the rest of the country, as you have pointed out, and those places have their plans and their programs together, it is with no prejudice that monies previously allocated may have been reserved this year for Honolulu will not be going to Honolulu, it is just by way of saying that more needs to be done.

It is an opportunity also to recast the transit plan itself. A number of communities in America have faltered on one plan or alternative or another. This is really an opportunity for Honolulu to go back to the drawing board with some new designs, new alternatives, scrubbing down a base case, and we have new technology today, too, that alters the dimensions of mobility.

IVHS, which was not very well, it was speculative five years ago is now very much with us, and IVHS will be implemented in places like Honolulu, and I am sure that looking at the mobility needs of Honolulu in light of what IVHS might contribute might mean that the transit contribution would be of a different nature than it would have been assuming no IVHS, but I recognize you are a good friend, and I recognize how hard it is to come before a committee and close a chapter on something you have been fighting for a long, long time, so we really appreciate your being here.

Mr. ABERCROMBIE. Thank you very much, Mr. Chairman. I assure you we will direct our efforts as you indicate, and in the process I think what I will do is rather than look at or try to invent new technology, go back to some old-fashioned political technology and see if we can't put that as a foundation to whatever we come up with in the future.

Mr. CARR. There have been areas in the—I can recall one day we had met on a Thursday and marked up and designated millions of dollars to Houston. The following Saturday they had a referendum and lost the referendum.

On Tuesday we met and divided up their money among other properties, but a couple of years later Houston was back with a new plan that was less grandiose and made more common sense, and this committee enthusiastically supported it and Houston is well on its way, so take heart, there is a tomorrow.

Mr. ABERCROMBIE. I will do that. Thank you very much indeed.

Mr. CARR. Do you have any questions, Mr. Wolf?

Mr. WOLF. Just one. Was there a referendum?

Mr. ABERCROMBIE. I was afraid you might ask that. It breaks my heart even more. There was an attempt at a referendum which the council managed to defeat in court and so we weren't able to hold it, and we just had word that by way of a survey being made by an independent company that had a referendum been held, it would have passed. We never got the chance to hold a referendum.

Mr. WOLF. I support the project. I remember when your people came by my office, Pat Saiki talked to them and many others, it surprised me because they were so enthusiastic about it, made the air quality arguments and everything, and just acted like the island was going to come apart.

Mr. ABERCROMBIE. I think what happened, I won't take a lot of time, but it may be instructive to others in the room, what happened is it is all in the abstract, as you and Mr. Carr know, until you actually get down there and have to vote for it, and so as long as it was something that was coming and you didn't have to sweat any real blood for or cast any real votes, everybody was for it, but when it got right down to the nitty-gritty of taking the vote where you had to take responsibility for what up to that point was theoretical, then faint heart and cold feet began to appear.

Mr. WOLF. Thank you very much.

[The prepared statement of the Hon. Abercrombie follows:]

Statement of Congressman Neil Abercrombie
before the House Appropriations Subcommittee on Transportation
May 6, 1993

Good afternoon, Mr. Chairman and Members of the Subcommittee. Thank you for giving me a few moments of your time to discuss the Honolulu Rapid Transit Project and urban mobility problems in Hawaii's Capital City. During the last two years, I have come before you to seek Section 3 New Start funds for preliminary engineering, final design and last year, construction funds for your transit project. Each year you responded generously with allocations from both years totalling $97 million. Last year alone, $76.5 million was appropriated for Honolulu.

Before going further, I want to thank you most sincerely for your support. I know that you receive requests for Section 3 funds which exceed more than two times the amount of funds you have available, yet you have consistently supported us. I do not envy the task you have each year, but want you to know that we in Hawaii greatly appreciate the support you have given us.

When I testified before you last year, Honolulu was proposing to build a 15.9 mile elevated rapid transit fixed guideway. The total contract cost of the project was $1.7 billion. Honolulu proposed to "overmatch" the federal share by providing 70 percent of the contract cost from local financing.

As I indicated last year, Honolulu was poised to begin construction of our rapid transit project last December. In late September, the City Council was to take the final step necessary to begin construction, the enactment of a 0.5 percent increase to our General Excise Tax rate with the proceeds to be dedicated to fund our proposed 70 percent local share. Unfortunately, despite strong and active support of a Democratic Governor, a Republican Mayor, Members of our Congressional delegation, labor unions and civic groups, the City Council voted 5-4 against the tax increase.

I cannot over emphasize that the vote of the City Council focused on the financing proposal and not the issue of whether there should be rapid transit in Honolulu. In fact, two members of the Council who voted against the tax proposal, restated their support for rapid transit as they voted against the tax.

There were a variety of reasons why the tax proposal failed and I will not dwell on them here. There is one factor that I would mention that might be helpful to the Subcommittee. Our effort to fund the project with 70 percent local funds was, in retrospect, perhaps overly ambitious. Given the cost of rapid transit projects today, city governments are limited by both their own resources and limited political will to exceed the financing proposals of other similarly sized cities. In Honolulu's case, rapid transit will be the largest public works project in the City's history.

Since October various efforts have been undertaken to recast the financing package. Knowing the demands on the Section 3 New Start program, myself and Senators Inouye and Akaka wrote Council Members urging them to come forward with a financing plan so that we might be able to reach a final financial plan and move forward on transit. Unfortunately, our efforts were to no avail.

Recently, the Mayor of Honolulu, apparently for reasons associated with the lack of action on the part of the City Council, canceled the City's contract with Oahu Transit Group, our selected turnkey vendor. He then immediately issued a request for Letters of Intent from potential vendors would solicit interest to submit transit development proposals which would, through a private development franchise, fund one-half of the system construction cost with the hope of the Federal Government funding the remaining 50 percent of the project, thus maintaining our proposed over-match status.

Mr. Chairman, you and your colleagues have been very supportive and forthright with me in the past. I cannot in good conscience request additional funds which we have no ability to spend. Thus, I make no request for funds this year. I know that the Subcommittee faces very tight budget constraints. I also know that it is impossible for the Subcommittee to not reallocate those funds already appropriated which we have no prospect of spending this year.

Mr. Chairman, as I close I have to share with you my frustration with the problems between our Mayor and City Council. Your support and the support of the Subcommittee has been generous, but it is not infinite. I very much understand that. I hope now they will too. Simply stated Mr. Chairman, the congestion and problems we face in Hawaii will only improve with a co-ordinated urban mobility plan, a component of which includes some type of fixed guideway system. Our Alternative Analysis study clearly reached this conclusion. Perhaps more importantly, however, is the fact that the Honolulu Rapid Transit Project remains the most cost-effective rail transit project among those ever considered by FTA. The solution to our traffic problems can not be solved by simply getting more people out of their cars and onto buses. Honolulu is already second only to New York City in bus ridership on a per capita basis. Our geography makes the building of additional highway lanes or new HOV lanes impossible. The question is not if we will build transit in Honolulu, but when and at what cost. The cost issue is not simply a financial one, but ever increasing social costs for each month we delay.

Mr. Chairman and Members of the Committee, you have been very generous with your time and support. Let me close by again expressing my thanks for that support in the past and my hope for your continued support in the future.

THURSDAY, MAY 6, 1993.

ONTARIO INTERNATIONAL AIRPORT GROUND ACCESS PROGRAM

WITNESSES

HON. JERRY LEWIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

HON. JAY KIM, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

JIM LLOYD, FORMER REPRESENTATIVE IN CONGRESS

LEROY D. BENDER, CITY ENGINEER, CITY OF ONTARIO

Mr. CARR. Our next panel of witnesses includes our new colleague from California, Jay Kim, and my good friend and former colleague, Jim Lloyd, also of California. We have already heard from Congressman Jerry Lewis this morning, and he indicated he was going to submit his statement for the record. Jim and I spent many hours sitting next to one another on the Armed Services Committee back in the 1970s, were up and down the trail together. Delighted to see you here, see your wife Jackie with you, nice to see you, Jackie.

Mr. LLOYD. Best part, sir.

Mr. CARR. We will allow you, Congressman Kim, to start off and make the introductions.

Mr. KIM. Well, it is my pleasure. Mr. Chairman and Members of the subcommittee, as you know, I represent the Public Works and Transportation Committee. With me today on my immediate right, LeRoy Bender is the city engineer, City of Ontario, and Jim Lloyd. He used to be a Congressman, one of the ranking Members in the past, and it is really a pleasure to introduce you to these fine gentlemen.

Mr. LLOYD. Thank you, Mr. Chairman. I will begin by saying we would like to submit our testimony for the record.

Mr. CARR. Without objection, it will be included in the record, and you may summarize.

Mr. LLOYD. We would also like to take this opportunity to thank this committee and its Members for being so supportive of this project which, in my opinion, meets the criteria which was laid out in your release of yesterday, the criteria in the transportation areas.

We think that we fit it very well, particularly in view of the fact that we serve essentially all of the United States. We are really the eastern entry way to Los Angeles airway, or commercial airway, not only for people but also for cargo. In addition to that, we have held down the amounts of money that we have asked for from the Federal Government and other agencies. And, we have included private funding to the amount that, and Mr. Bender will correct me if I am in error on this, of approximately $33 million Federal funding so far in a $126 million project. So you can see that we have sought all sources of funding.

Obviously, at the present moment, the State of California is in real dire straits with regards to its economic picture. And we think that this will aid and has aided California economically. As I said, this meets the project investment criteria that you have laid out. At this point I would like to ask Mr. Bender to get into the more technical aspects of the project.

I have known Mr. Bender for a number of years. As a matter of fact, Mr. Chairman, LeRoy first came to work with me a number of years ago when he was with the city staff at the City of West Covina while I was a city councilman there.

Mr. Bender.

Mr. BENDER. Mr. Chairman, it is a pleasure to be here. I am a civil engineer, and I serve as city engineer of Ontario. In that capacity I am responsible for the design and the construction of the Ontario ground access program.

It is a $126 million program, consisting of a series of roads and freeway interchanges that will all lead to the new Ontario International Airport. That airport has been designed—the estimated cost is $250 million. Construction bids are expected to come in now in June of 1993, next month. If awarded, the project will be completed, and we will have new terminals in April of 1996.

I wish to submit my written statement for the record and in addition make some brief comments about the access program. Of most importance, it is perhaps the largest public-private partnership that I have been associated with; $126 million worth of improvements. Of that, $82.6 million has been funded at the local level.

The ground access program consists of nine separate funding sources, all designated to the ground access program. The Federal funding support for our project began in 1986. In 1986 we received $2.45 million in continuing resolution funds, 1987 we received $14.5 million in Federal demonstration grant funds, and an additional $8.7 million in Secretary of Transportation discretionary funds.

Again in 1991 we received $4.7 million. In 1993 we received an additional $3.2 million, making the total Federal contribution to date of $33.55 million. As I indicated, that has been matched with the $82.6 million at the local level.

All of the projects have been designed or are nearing completion and being processed through the Federal Highway Administration for final design approval. The program consists of five freeway interchanges and four railroad grade separations, underpasses, in addition to 20 miles of major arterial roadway systems leading to and from the airport.

Two additional items the Federal Highway Administration has requested are traffic information which include changeable message boards on the nearby freeways as well as advisory radio for motorists who are entering the airport.

I wish to thank the committee for the Federal support that has been given to date. If we receive these additional funds of $9.86 million, I can assure you the project will be completed prior to 1996, and the total Federal support will therefore be $43.41 million or 34.5 percent of the total project cost.

I have had an opportunity, Mr. Chairman, to review your investment criteria, and I do believe all of the components of the Federal ground access program do comply with your criteria.

I wish to thank you again, and appreciate your support.

Mr. Carr. Well, thank you. We would hope that you would have some time to respond and amend your statement with the answers to the criteria. We understand it is short notice. We have been working on this for three months to come up with the criteria and do a good job of it.

As you may have read in the newspaper, we are not anticipating fully implementing the use of the criteria this year because we are going to be marking up in three weeks, and we would love to use the criteria, however in fairness to people like yourselves who have only a short amount of time to turn around information, I don't think we can fully implement the criteria this year as much as we would like to, but give us as much information as you can.

Mr. Kim. Mr. Chairman, I do have some brief statements I would like to make.

Mr. Carr. Go ahead.

Mr. Kim. Well, again, thank you very much for giving me this opportunity to add my support for funding to provide this key access road to the Ontario airport. Excuse my voice, I got a little allergy problem, this D.C. weather doesn't agree with me.

This aviation facility is crucial to this growing region for the following reasons: Number one, as you know, the Ontario airport serves as the primary landing alternative to Los Angeles airport when fog or other dangers prohibit normal landing at the L.A. airport.

The second is on its own Ontario handled 6.1 million passengers last year, with continuing increases projected. As this has already exceeded the terminal capacity by three times, a new $300 million terminal expansion is, as you know, under way right now, and will be completed in March 1996.

The third reason is the Ontario airport is the primary West Coast hub for United Parcel Service and Federal Express, and they have invested millions of dollars to make the facility successful.

Number four, the inland empire is the most rapidly growing area in the State of California. Ontario airport is a key intermodal crossroads at the intersection to three interstate highways, three railroad freight lines, et cetera, really important to this intermodal system in the inland empire area.

I am going to skip some of these. I will make this very brief for you. This project includes five freeway interchange projects and about 20 miles of primary arterial highway, and four highway/railroad grade separations.

As Mr. Bender mentioned, the 66 percent of the total projects has been carried by local and private contributions. The current Federal contribution is only 27 percent, well below most road projects that we have in the country.

Today we are requesting $9.8 million, that is only 7.8 percent of the total project cost. It represents the last segment of the project. Again, because I have to go back to my district tomorrow, in fact through the Ontario airport, I am not able to be present tomorrow afternoon and lend my support for the other project, Orange County transitway project.

I would like to mention quickly about that project also. I am sure you will hear from other testimony more details tomorrow, but I would like to briefly mention my support for the project again.

This Orange County transit project requested $72 million which involves the design of a connector between I–405 and Costa Mesa freeway and also an intermodal transportation center for the park and rides and future rail transit.

This is a very cost effective project, having a capital cost of only $4.42 per rider and the second lowest ratio out of ten applicants for the Federal transit funds. I support this project also. Again they will be here tomorrow and make a more specific presentation.

Again, thank you for hearing my testimony today and endorsing these projects in and around my district. Again, I repeat myself, the Ontario airport is a key to the inland empire area, it is a vitally important project for us.

Thank you.

Mr. CARR. Well, thank you. Let me ask you, we are all trying to understand in the wake of reapportionment who is identified with what geography. Do you have a portion of Orange County in your district?

Mr. KIM. I am sorry, I didn't bring a map with me today.

Mr. CARR. Well, I have one in front of me. I am just trying to correlate——

Mr. KIM. That is actually down in the Irvine area.

Mr. CARR. Is I–5 in your district?

Mr. KIM. No.

Mr. CARR. No. Okay. But you are supporting their project?

Mr. KIM. That is correct.

Mr. CARR. I just wanted to understand.

Mr. KIM. Because it affects my district as well, having this freeway interchange completed it will ease our traffic load, has an indirect impact to our district.

Mr. CARR. I understand. Mr. Wolf.

Mr. WOLF. I have no questions.

Mr. CARR. Well, we have been working with you on this project for a long time. I suspect we will continue to work with you on this project.

Mr. LLOYD. Thank you very much, Mr. Chairman.

Mr. CARR. We would really love to have the answers to the criteria questions.

Mr. LLOYD. Okay, we will submit that for the record as rapidly as we can, Mr. Chairman. We thank you very much and really appreciate the help you have given.

Mr. CARR. Oh, I did have one question. Give me the status, if you would, on the PFCs, Jim, out there.

Mr. LLOYD. What, sir?

Mr. CARR. PFCs.

Mr. LLOYD. Where are we on that, do you know?

Mr. BENDER. I don't know what you mean by PFC.

Mr. CARR. Passenger facility charges, which are actually the airline facility charges.

Mr. LLOYD. Are you talking about the terminal now?

Mr. CARR. I am talking about are any PFC collections from LAX being planned for the ground access?

Mr. LLOYD. I am sorry, Mr. Chairman. Yes, they do get monies which are fed back. Let me explain very briefly what the relationship is between Los Angeles and Ontario. Ontario filed a joint powers agreement which essentially gave the Ontario airport to the City of Los Angeles and all funding that goes into Ontario airport, which geographically and politically lies totally within the jurisdictional boundaries of Ontario. Nevertheless all of the finances, the planning, the running, and the operation belong strictly to LAX. All monies and anything that accrue, they then distribute. For instance, we had a Part 150 study and funding for some schools which have been fed back to us from Los Angeles.

Mr. BENDER. It is my belief that LAX has implemented that passenger charge and is using that as security for the bond issue to build the terminal within the boundaries of the airport.

Mr. CARR. Which terminal?

Mr. BENDER. The new Ontario terminal. I refer to it as a black box. The boundary of the airport. Everything inside the airport boundary belongs to the City of Los Angeles. At the boundary of the airport and all of the roads that lead to the airport are Ontario's responsibility.

Mr. CARR. So no PFCs are planned for ground access?

Mr. BENDER. That is right.

Mr. CARR. Of course you know this committee is interested as well, and I know that this isn't your fight, but proposals out in L.A. to some how or other lease, sell or otherwise take money off the airport, number one, are illegal and, number two, get this Member of Congress very angry, and you can—Jim will understand why.

Mr. LLOYD. Oh, I do understand. As a matter of fact——

Mr. KIM. I don't understand why. Can you explain to me why you are angry?

Mr. CARR. Just tell folks out there that that kind of talk is not winning friends here.

Mr. KIM. Ontario sold the airport about 20 years ago for a cheap price and now Ontario wishes to buy it back again, I understand, but number one, L.A. asked way too much money, number two, you mentioned money cannot be spent other than airport, so that no reason, no incentive for the City of L.A. to sell it, I understand the deal is virtually gone now.

Mr. CARR. Well, it has gotten involved in part of your mayoral race out there.

Mr. LLOYD. I have spoken to the candidates in the mayoral race out there with regards to that issue. I don't really think they fully understand the actual agreement that exists between the City of Ontario and the City of Los Angeles with regards to the Ontario airport.

It is a joint powers agreement, and there are no provisions for the privatization of that airport in it.

Mr. CARR. The other thing they don't maybe understand is the amount of money this committee has committed to L.A.'s mass transit needs. Maybe we ought to reevaluate that if they want to start taking money off the airport.

Mr. LLOYD. If I were Los Angeles, I would be tuned very directly to what this committee is doing, Mr. Chairman.

Mr. CARR. Thank you. I know you will be a missionary of goodwill. Thank you, Congressman.

Mr. KIM. Thank you. Should I leave this here?

Mr. Carr. Yes, we will make your statement a part of the record.

[The prepared statements of Mr. Bender, the Hon. Kim and the Hon. Lewis of California follow:]

1995

ONTARIO INTERNATIONAL AIRPORT

GROUND ACCESS PROGRAM

by:

LeRoy D. Bender, City Engineer
City of Ontario

May 1, 1993

1996

AN EXECUTIVE SUMMARY

OF THE

ONTARIO INTERNATIONAL AIRPORT GROUND ACCESS PROGRAM

The Ontario International Airport Ground Access Program utilizes an extensive public/private cooperative financing partnership. The program is providing in excess of $126 million of transportation infrastructure in support of the $250 million terminal expansion at Ontario International Airport.

The State of California Department of Transportation, as a condition of approval for the terminal expansion project, required improved ground access facilities to accommodate the projected increase in traffic, resulting from the airport expansion and from adjacent development of airport related activities.

The program essentially consists of five freeway interchange projects, four highway-railroad grade separations projects, and over 20 miles of major arterial highway construction around all sides of Ontario International Airport, including a state-of-the-art Regional Traffic Information System.

The program's initial funding began late in 1986 with the allocation of $4.0 million in Federal Continuing Resolution Funds, since reduced to $2.45 million. Additional funding with $14.5 million of Federal Demonstration Grant Funds and $8.7 million of Secretary of Transportation Discretionary Funds was obtained under the Transportation and Uniform Relocation Assistance Act of 1987. An additional $4.7 million was obtained under the Transportation Highway Bill of 1991. The Appropriation Bill of 1993 provided $3.2 million to the program. The current Federal support of $33.55 million has been leveraged with local, public, and private funding of $82.59 million. In order to successfully complete a comprehensive ground access program, an additional $9.86 million in Federal funds is needed to cover identified shortfalls. If obtained, the total federal contribution to the program will be $43.41 million or 34.5% of the total program cost.

The program is currently underway with a majority of the projects in environmental reviews, design, or actual construction. At this time, five of the projects are completed.

The program's present level of success is the result of an extensive cooperative public/private effort which includes federal, state, and local agencies, as well as private interests.

The program's success depends on the continued efforts in implementing the projects, and on the continued efforts to seek out funding for identified shortfalls in some of the project elements. An additional $9.86 million in Federal Funds will complete the projects.

NEED FOR ADDITIONAL FUNDING

The new Ontario $250 million International Airport terminal is presently out for competitive construction bids. Bids are to be opened on June 8, 1993, with an anticipated award of the construction contract in September 1993. Construction is scheduled to be completed in March 1996.

It is critical that the City of Ontario obtain the additional funds to complete the financial support for the Ground Access Projects prior to the grand opening of the new airport terminal in April 1996.

The City has amended and updated the Federally supported Ground Access Program schedule. It reflects amendments to the program which are largely due to escalating cost and unexpected project components required by F.H.W.A. Since the original request for Federal funds in 1986, costs for the projects have risen considerably. F.H.W.A. has added the project requirements of advisor's radio for passengers arriving at the airport and a Regional Traffic Information System, utilizing new technology for changeable message reader boards on nearby freeways. The identified funding shortfall is $9,864,200.00.

Enclosed, within this report, is a listing of project by project funding sources as well as the comprehensive summary of all funding sources to date. The listing depicts each project, its total cost, its funding sources and proposed completion date. The funding shortfalls are indicated by project and total $9,864,200.00.

ONTARIO AIRPORT VEHICULAR ACCESS PROGRAM

INTRODUCTION

The City of Los Angeles Department of Airports owns and operates the Ontario Airport, which is of nationwide significance. Ontario is located forty-five miles east of the Greater Los Angeles area. The airport serves the easterly portion of Los Angeles County, large portions of Orange County, and all of San Bernardino and Riverside Counties. The airport provides service to all of the nation's major cities. It is located in what is considered the fastest growing portion of the Greater Los Angeles Metropolitan Basin. The area is also considered one of the fastest growing urban areas within the country. This enormous growth has placed considerable demand on both the Ontario Airport terminals and surface roads leading to the airport. The dilemma for the City of Ontario lies with the fact that the Department of Airports of the City of Los Angeles has faced the challenge of this increased growth by planning a new major 750,000 square foot terminal, whereas the City of Ontario is unable to keep up with the rising and changing ground access infrastructure projects to reduce congestion and roadway access problems. Additional funds are needed.

EXISTING AIRPORT UTILIZATION (PASSENGER AND AIR FREIGHT)

The existing airport terminal is 63,000 square feet in size. The design capacity of the existing terminal is 2.1 million annual passengers (M.A.P.). Passenger traffic in 1992 exceeded 6 M.A.P. This is approximately three hundred percent its intended design capacity. This has resulted in delays, congestion, and serious vehicular access problems to and from the airport. Ontario Airport, as measured in terms of M.A.P.s, is the fifth largest airport in the state of California, exceeded only by Los Angeles, San Francisco, San Diego, and Oakland. The Ontario Airport also serves as an alternate facility for the Greater Los Angeles area during inclement weather at LAX. Ontario Airport has averaged a yearly growth rate of nearly nine percent over the last seven years.

The airport also serves as a major freight terminal hub for the Greater Southern California area. During the period from 1980 to 1992, annual tonnage of air cargo has increased from 4,770 tons to over 300,000 tons! In 1992, tonnage continued to increase by 8.6 percent. United Parcel Service has recently completed construction of their $60 million West Coast hub.

SUMMARY OF

GROUND ACCESS FUNDING

In conjunction with the proposed new 750,000 square foot terminal building expansion at Ontario Airport by the Department of Airports of the City of Los Angeles, the City of Ontario has made considerable progress in planning, implementing, and constructing the $126 million Ground Access Program, which will provide the necessary roadway components and highway infrastructure.

The investment for this nationally significant airport facility is expected to exceed $300 million. The total highway funds needed are estimated at $126 million. The leveraging of public/private funds has demonstrated the effectiveness of business and industry working in partnership with government.

The Federal support to date is $33.55 million. Federal Funding began in late 1986 with the allocation of $4 million in Federal Continuing Resolution Funds, since reduced to $2.45 million. Additional funding of $14.5 million of Federal Demonstration Grant Funds and $8.7 million of Secretary of Transportation Discretionary Funds was obtained under the Transportation and Uniform Relocation Assistance Act of 1987. An additional $4.7 million was obtained under the Transportation Highway Bill of 1991. The Appropriation Bill of 1993 further provided $3.2 million to the Ground Access Program. The total current Federal support of $33.55 million has been leveraged with both local and public/private funding in the amount of $82.59 million.

In order to successfully complete the comprehensive Ground Access Program by March of 1996 (the grand opening date for the new Ontario Airport terminals), an additional $9.86 million in Federal Funds is needed for the identified shortfalls. If obtained, the total Federal contribution to the project will be $43.41 million or 34.5 percent of the total Ground Access Program cost.

Significant local funds to finance the Ground Access Program have been derived. To date, ground access improvements have been successfully constructed by Federal, local, State, public utility grant funds, and other miscellaneous funding sources. Five projects totalling $20.6 million have been completed to date. Two projects totalling $12.6 million are currently under construction. The remaining projects totalling $92.8 million, provided the requested additional Federal Funding can be obtained, is expected to be awarded for construction during 1993 through 1995. This effort to construct the $126 million Ground Access Program has exhausted our local financial resources and placed a heavy burden upon the City of Ontario and local funding sources to fund this regional program. Yet, Ontario remains proud of our achievements. In terms of hard costs, local funding sources have generated $52.5 million while regional funding sources, such as California Department of Transportation, the Regional Association of Governments, and the Department of Airports have contributed $30.1 million. All of which have demonstrated the dedication to a fine Airport Ground Access Project Program.

2/2/93

GROUND ACCESS PROGRAM SUMMARY

PHASE	PROJECT	APPROX. TOTAL COST	FUNDING SOURCE	FUNDING AMOUNT	PROPOSED CONSTRUCTION SCHEDULE
--	Haven Ave. Grade Sep. at SPRR	$ 4,000,000	City (Grade Sep.)	$ 1,250,000	Completed
			Assess. Dist.	1,470,000	
			City (Gas Tax & TDA	425,000	
			City Redevelopment	370,000	
			Developer	289,500	
			L.A. DOA	195,500	
--	Holt Blvd. & Vineyard Ave. Rehabilitation, Landscaping & Signal Mod.	$ 330,000	City (Gas Tax)	330,000	Completed
1.	Archibald Ave.: I-10 to Airport Dr. including Grade Separation	$13,500,000	Fed. Cont. Resl.('86)	$ 2,060,000	1993
			Fed. Demo ('87)	8,352,000	
			L.A. DOA	1,135,000	
			City (General Fund)	378,000	
			Railroad SPRR	75,000	
			Shortfall	1,500,000	
2.	Grove Ave.: Rte. 60 Fwy to NIO UPRR-AD104	$ 5,260,000	Fed. Demo ('87)	$636,200	Completed
			Assess. Dist.	3,244,900	
			City (FAU)	900,000	
			City (Gas Tax)	188,900	
			City (Gen. Fund)	290,000	
3.	Haven Ave. @ I-10 Fwy Interchange Upgrade	$ 6,000,000	Caltrans	$ 6,000,000	Under Const.
3a.	Haven Ave.: I-10 Fwy Landscape & Irrigation	$ 630,000	Fed. Demo ('91)	$504,000	1994
			Caltrans	126,000	
4.	Vineyard Ave.: Holt Blvd. to Airport Dr.	$ 700,000	Fed. Demo ('87)	$560,000	1993
			City (Gen. Fund)	140,000	
5.	Archibald Ave. @ I-10 Fwy Interchange Upgrade	$17,400,000	Fed. Demo ('93)	$3,000,000	1994
			Caltrans	13,650,000	
			SANBAG	750,000	
5a.	Archibald Ave. @ I-10 Fwy Landscape & Irrigation	$ 1,630,000	Fed. Demo ('91)	$504,000	1996
			Caltrans	126,000	
			Shortfall	1,000,000	
6.	Haven Ave. @ Rte. 60 Interchange	$ 9,200,000	Fed. Demo ('87)	$5,280,000	1993
			Caltrans	2,310,000	
			Assess. Dist.	1,610,000	
7.	Jurupa @ I-15 Fwy Upgrade Interchange	$ 6,400,000	Fed. Demo ('87)	$5,140,000	1993
			Caltrans	1,260,000	
8.	Grove Ave.: Belmont to Airport Dr. including Grade Separation	$13,000,000	Fed. Cont. Resl. ('86)	$390,000	1994
			Fed. Demo ('87)	3,231,800	
			Fed. Demo ('91)	2,456,200	
			L. A. DOA	760,650	
			City (General Fund)	253,550	
			Railroad (UPRR)	407,800	
			City (Grade Sep.)	5,000,000	
			Shortfall	500,000	

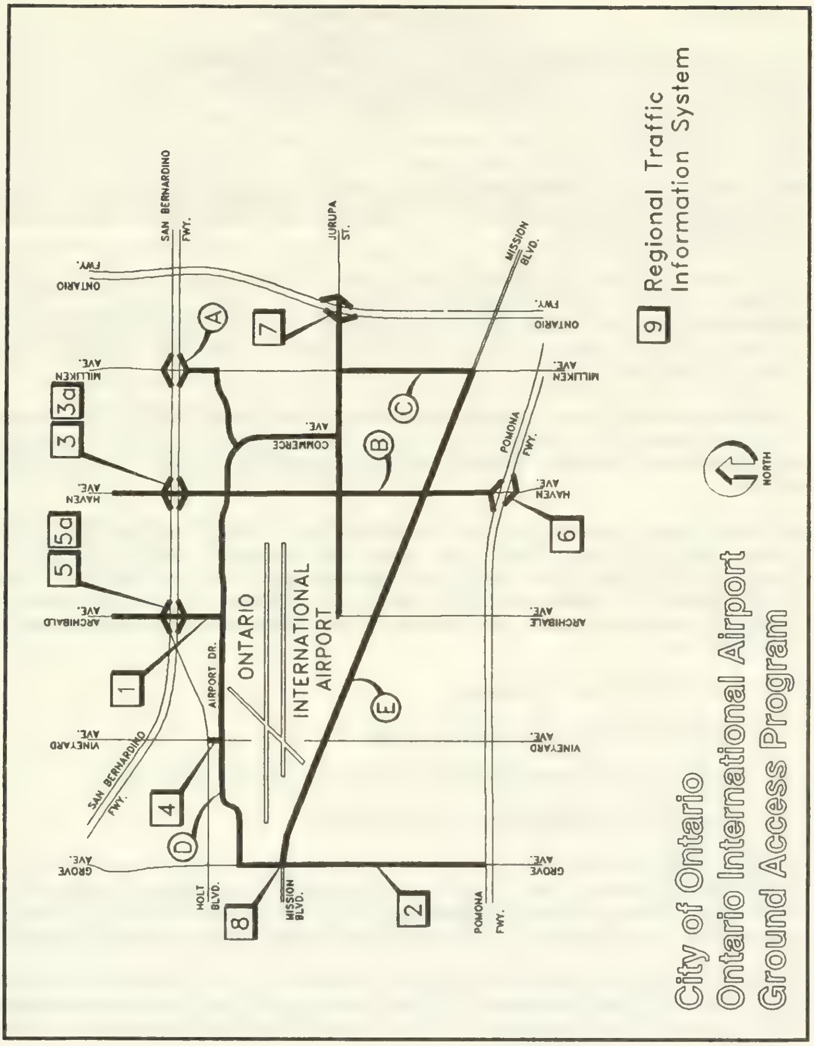
PHASE	PROJECT	APPROX. TOTAL COST	FUNDING SOURCE	FUNDING AMOUNT	PROPOSED CONSTRUCTION SCHEDULE
9.	Regional Traffic Information Systems	$ 1,250,000	Fed. Demo ('91)	$800,000	1994
			Caltrans	250,000	
			L. A. DOA	150,000	
			City (General Fund)	50,000	
A.	Milliken Ave. @ I-10 Fwy Interchange Upgrade	$14,700,000	Assess. Dist.	$10,400,000	1995
			City Redevelopment	4,300,000	
B.	Haven Ave. (AD-103)				
	• Airport to Francis	$ 7,000,000	Assess. Dist.	$4,100,000	Completed
			L.A. DOA	2,900,000	
	• Mission to SR-60	4,000,000	Assess. Dist.	4,000,000	Completed
	• Haven Grade Sep. At UPRR	6,600,000	Assess. Dist.	6,600,000	Under Cons.
C.	Milliken/Philadelphia (AD-106)	$ 6,900,000	Assess. Dist.	$6,900,000	1992-93
D.	Airport Drive: Grove Ave. easterly to ONT	$ 3,500,000	Shortfall	$3,500,000	1995
E.	Mission Blvd.: Grove to Milliken	$ 4,000,000	Fed. Demo ('91)	$435,800	
			Fed. Demo ('93)	200,000	
			Shortfall	3,364,200	—
	PROGRAM TOTAL	$126,000,000			

SUMMARY FUNDING

			%
Fed. Ground Access Demonstration Funds (1993)	=	$ 3,200,000	2.5
Fed. Ground Access Demonstration Funds (1991)	=	$ 4,700,000	3.7
Fed. Ground Access Demonstration Funds (1987)	=	$ 23,200,000	18.4
Fed. Ground Access Continuing Resolution Funds (1986)	=	$ 2,450,000	2.0
Caltrans Funds	=	$ 23,722,000	18.8
City of Ontario	=	$ 9,205,450	7.3
Assessment District	=	$ 38,324,900	30.5
Developer	=	$ 289,500	0.2
L. A. Dept. of Airports	=	$ 5,141,150	4.1
Railroads	=	$ 482,800	0.4
Ontario Redevelopment	=	$ 4,670,000	3.7
SANBAG	=	$ 750,000	0.6
Short Fall	=	$ 9,864,200	7.8
TOTAL	=	$126,000,000	100%

MAC/lgv

Ground Access Program Summary


City of Ontario
Ontario International Airport
Ground Access Program
9 Regional Traffic Information System
ONTARIO INTERNATIONAL AIRPORT
ONTARIO FWY.
SAN BERNARDINO FWY.
JURUPA ST.
MISSION BLVD.
MILLIKEN AVE.
HAVEN AVE.
ARCHIBALD AVE.
ARCHIBALE AVE.
VINEYARD AVE.
GROVE AVE.
COMMERCE AVE.
AIRPORT DR.
HOLT BLVD.
POMONA FWY.
NORTH
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The Honorable Jay Kim
41st District of California
Testimony before the House Appropriations
Subcommittee on Transportation
Thursday, May 6, 1993

* * *

Mr. Chairman, and Members of the Subcommittee, thank you for the opportunity to add my support for funding which will provide access roads to the Ontario Airport.

This aviation facility is crucial to the region, not to mention the flex capacity it offers L-A-X. It is strategically located in a matrix comprised of three Interstate highways and three state highways which are primary arterials. All of this surface infrastructure surrounds Ontario Airport and serves a region which is still growing, despite California's troubled economy.

In terms of freight, both United Parcel Service and Federal Express use Ontario Airport as major hubs for their intermodal operations which continue to expand with the region. In fact, Ontario Airport serves as the main West-Coast hub for UPS.

In terms of air passengers, the current terminal facility handled 6.1 million passengers last year. That is six times the terminal's design capacity. In March of 1996, the $300 million terminal expansion will be completed. **What we are asking for today, is $9.86 million to complete the access roads that connect the airport to the six highways that surround its perimeter and the Metrolink rail.**

This $126 million plan includes:

1. five (5) freeway interchange projects,
2. over 20 miles of primary arterial highway construction and
3. four (4) highway/rail-grade separations.

To date, federal contributions paid for **27** percent of the total cost of the airport ground access plan. Local participation has paid for **66** percent of the total cost. Today's request represents only **7.8** percent of the total and will complete the entire access road plan in time to support the terminal expansion.

I use the Ontario Airport virtually every weekend. I can assure you that the 9.86 million dollars requested to finish the access roads and accompanying safety improvement is money well-spent, the kind of useful projects for which taxpayers don't mind paying.

Because I will be returning to my District, in fact through Ontario Airport, I am unable to be present tomorrow afternoon to lend my support for the Orange County Transitway Project. According to the FTA, this project costs $4.42 per rider This represents the second-lowest ratio of 18 applicants for federal transit funds. One out of every 100 Americans lives in Orange County. Local citizens have chosen to develop this transit option that will expedite mobility and profoundly improve air quality. As you may know, the South Coast Air Basin is the only extreme nonattainment air quality area in the nation.

Tomorrow, the Orange County Transportation Authority appears before your Subcommittee requesting $72 million for FY 1994 to:

1) design a connecter between Interstate 405 and State 55, both fully controlled access freeways, and

2) an Intermodal Center for busses and Park & Ride which is designed to accommodate future rail transit additions.

While I know you will hear more project specifics tomorrow, I wanted to mention my support for that project too.

Again, thank you for receiving my support for these worthy projects in and near my District.

STATEMENT OF CONGRESSMAN JERRY LEWIS

BEFORE THE

TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE

May 6, 1993

On Behalf Of

Ontario Airport Ground Access Funding

ONTARIO AIRPORT GROUND ACCESS FUNDING

Mr. Chairman and members of the Subcommittee, I appreciate the opportunity to appear here today to present this statement on the continuation of the Ontario Airport Ground Access project. In conjunction with the proposed new 750,000 square foot terminal building expansion at Ontario Airport by the Department of Airports of the City of Los Angeles, the City of Ontario has made considerable progress in planning, implementing, and constructing the $126 million Ground Access Program, which will provide the necessary roadway components and highway infrastructure.

The investment for this nationally significant airport facility is expected to exceed $300 million. The total highway funds needed are estimated at $126 million. The leveraging of public/private funds has demonstrated the effectiveness of business and industry working in partnership with government.

The Federal support to date is $33.55 million. Federal Funding began in late 1986 with the allocation of $4 million in Federal Continuing Resolution Funds, since reduced to $2.45 million. Additional funding of $14.5 million of Federal Demonstration Grant Funds and $8.7 million of Secretary of Transportation Discretionary Funds was obtained under the Transportation and Uniform Relocation Assistance Act of 1987. An additional $4.7 million was obtained under the Transportation Highway Bill 1991. The Appropriation Bill of 1993 further provided $3.2 million to the Ground Access Program. The total current Federal support $33.55 million has been leveraged with both local and public/private funding in the amount of $82.59 million.

In order to successfully complete the comprehensive Ground Access Program by March of 1996 (the grand opening date for the new Ontario Airport terminals), an additional $9.86 million in Federal Funds is needed for the identified shortfalls. If obtained, the total Federal contribution to the project will be $43.41 million or 34.5 percent of the total Ground Access Program cost.

Significant local funds to finance the Ground Access Program have been derived. To date, ground access improvements have been successfully constructed by Federal, local, State, public utility grant funds, and other miscellaneous funding sources. Five projects totalling $20.6 million have been completed to date. Two projects totalling $12.6 million are currently under construction. The remaining projects totalling $92.8 million, provided the requested additional Federal Funding can be obtained, is expected to be awarded for construction during 1993 through 1995. This effort to construct the $126 million Ground Access Program has exhausted our local financial resources and placed a heavy burden upon the City of Ontario and local funding sources to fund this regional program. Yet, Ontario remains proud of our achievements. In terms of hard costs, local funding sources have generated $52.5 million while regional funding sources, such as California Department of Transportation, the Regional Association of Governments, and the Department of Airports have contributed $30.1 million. All of which have demonstrated the dedication to a fine Airport Ground Access Project Program.

Mr. Chairman, thank you for the opportunity to appear before your distinguished Subcommittee.

THURSDAY, MAY 6, 1993.

CANAL/CBD STREETCAR PROJECT

104 BUS PROCUREMENT (NEW ORLEANS, LOUISIANA)

WITNESSES

HON. BOB LIVINGSTON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA

HON. WILLIAM J. JEFFERSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA

PATRICK JUDGE, MANAGER, TRANSIT DEVELOPMENT, REGIONAL TRANSIT AUTHORITY, NEW ORLEANS, LOUISIANA

Mr. CARR. Our next witness is our good friend and committee colleague Bob Livingston from Louisiana. I was down in your neck of the woods last weekend.

Mr. LIVINGSTON. Did you get down for the jazz festival?

Mr. CARR. I wished I had.

Mr. LIVINGSTON. It was raining, but they still managed to have a good time.

Mr. CARR. Is the water level—when it rains really hard, the rain comes up and out of the sewer system.

Mr. LIVINGSTON. Absolutely. The City of New Orleans is below sea level, so we have got to pump it out. You don't want to get buried in a cemetery and actually buried, because the grave will pop up.

Mr. CARR. Well, that offers new and exciting possibilities in the afterlife, doesn't it?

Welcome.

Mr. LIVINGSTON. Mr. Chairman, Mr. Wolf and other Members of the committee, I appreciate your having us here. I know the hour is late and I will be brief, but I am very, very pleased to appear on behalf of my colleague, Bill Jefferson, from New Orleans, who is currently in markup at the Ways and Means Committee on the reconciliation bill, or else he would be here. He is represented by his staffer Jean LaPlace. Together we would be here on behalf of the Regional Transit Authority, which is represented by my old friend Pat Judge, who is the Manager of the Transit Development Section of the Regional Transit Authority.

And he is here to testify about their hopes to develop another branch to the streetcar in New Orleans, the Canal Street streetcar between the river front to Claiborne Avenue. Canal Street is the main street of New Orleans.

We have always had our St. Charles Branch streetcar, and with the help of this good committee, we have redeveloped many of the cars on the St. Charles streetcar and this Subcommittee also helped with the river-front streetcar.

You know, it is amazing how much wisdom they had back in the last century because they invented the streetcars and they were durable. They were hardy. They were nonpolluting, wonderful vehicles. So it is good that we are trying to increase their use.

We are recapturing the idea of the streetcar. The buses still serve their function, and Pat will also explain his request that we upgrade a number of our bus lines as well.

With no further ado, I thank you for your entertaining us today, I thank you for your past support, and I encourage your ongoing support for this worthy request.

Pat Judge.

Mr. JUDGE. Thank you, Congressman Livingston, and on behalf of Wayne Dupre—he sends his best; and he had an emergency come up at the last moment, so I am in his stead, and so thank you.

Thank you Chairman Carr and Members of the subcommittee, Mr. Wolf. My name is Patrick Judge; I am Manager of Transit Development for the Regional Transit Authority of New Orleans. I am here today to request the appropriation of $4.8 million in funding from the Federal Transit Administration Section 3 rail program and $20.8 million from the Section 3 bus program for fiscal year 1994.

Before I explain in greater depth those two requests, I would like to take a moment to press for full funding for the transit program as authorized under ISTEA. We are certainly grateful for the proposed increase under President Clinton's 1994 budget, we ask that consideration be given to treat the transit program in the same manner, which we understand is fully funded.

Of particular concern to many of us is the need to increase operating assistance, which has not been so favored in 10 years. With the requirements of the Americans with Disabilities Act, drug testing and the Clean Air Act, all now in full effect, we feel an increase is more than merited to protect the massive Federal investment in America's transit systems.

Further, with the collapse of the President's stimulus program, we foresee an even greater degree of strain on capital funding due to the backlog of needs in the Nation's transit systems.

Both of our funding requests were originally projects to be met through the Federal Transit Administration's application process. Unfortunately, due to the shortage of Section 3 funding in fiscal year 1993, these projects were unable to be approved by the FTA. It is due to that same uncertainty for fiscal year 1994 and the dire need of the Regional Transit Authority to get both of these projects under way that we are appearing before you today.

The $4.8 million we are requesting from the rails program represents the Federal share of the $6 million alternative analysis preliminary engineering and environmental impact studies required for the Canal Street light-rail project as authorized under ISTEA.

Since last year's request, we have obtained the local match of $1.2 and have recently contracted with a firm to begin that planning process.

The Canal Street corridor represents the spine of our region's transit system. The project will reestablish light-rail transit, as Congressman Livingston mentioned, in the city's most important route, providing connections with 65 percent of the 71 transit lines as well as seven suburban routes. In addition, the line will connect with Amtrak and the local Greyhound Bus Terminal directly at the New Orleans Union Passenger Terminal.

Nearby will be the maintenance facilities for this line. The track will be located primarily in medians thus allowing us to remove the buses from the congested traffic stream; and we expect a large ridership to be much greater on this line due to the region's propensity to ride light rail, given the record of two other systems. In addition, the city and developers are planning to build the largest casino in the world at the foot of Canal Street; and its associated activity, in addition to riverboat gaming, will also place an extreme burden on the existing transportation systems, which should help this project succeed.

If the Canal Street corridor represents the backbone, then our buses are truly the lifeblood of the RTA system. Since February of 1992, RTA has had an application for 104 replacement buses pending before the FTA. Therefore, our second request is for $2.8 million Federal Transit Administration Section 3 bus program funds to ensure that this critical need is met.

These vehicles represent nearly 25 percent of our bus fleet which will replace a combination of General Motors and 30-foot Carpenter buses that have far exceeded their useful life. The replacement vehicles will help us reduce ever-increasing operating expenses due to escalating roll costs. Concurrently, the poor condition of these vehicles is affecting the dependency of our service.

We provide over 200,000 rides per day to a population who is 20 percent transit dependent. Obviously, the buses would improve essential transit service, which should enhance the image of our present service and thus increase ridership.

Finally, this bus replacement program as well as the Canal Street light-rail project will allow the RTA to meet the mandates set by the ADA and the Clean Air Act. In fact, last year you had asked a question about our status under the Clean Air Act, and we are right now listed as a transitional nonattainment area, which means we have to monitor our compliance continuously.

We feel that both approaches represent a responsible and rational approach to meeting the short- and long-term needs of the New Orleans region.

We hope this committee looks favorably on our desired requested funding. Finally, I would like to also take this opportunity to personally invite you back to New Orleans on October 3rd and 6th for the American Public Transit Association Annual Expo. The RTA will be hosting that event, and we would be honored to have you and the committee and the staff.

Thank you for the time. I will try to answer any questions.

[A letter from the Hon. Jefferson and the prepared statements of Mr. Dupre and Mr. Judge follow:]

WILLIAM J JEFFERSON
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CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-1082

COMMITTEE
WAYS AND MEANS
SUBCOMMITTEES
OVERSIGHT
SOCIAL SECURITY

April 26, 1993

The Honorable Bob Carr
Transportation Appropriations Subcommittee
House Appropriations Committee
2358 Rayburn HOB
Washington, D.C. 20515

Dear Chairman Carr:

I had hoped to appear before your subcommittee in person to introduce the representatives of the metropolitan New Orleans Regional Transit Authority. However, the Committee on Ways and Means began consideration of its reconciliation legislation, and I am unable to attend.

The Regional Transit Authority of New Orleans is seeking Section 3, FTA FY94 funds for the authorized $4.8 million preliminary engineering, alternative analysis and environmental impact statement for the Canal Street Light Rail project and $20.8 million for acquisition of 104 replacement transit buses.

Both projects are important for the Second Congressional District which I represent, and I want to wholeheartedly encourage your subcommittee to include the above requested fund in the 1994 Transportation and Related Agencies Appropriations legislation.

Sincerely,

Wm J. Jefferson

William J. Jefferson
Member of Congress

WJJ:jel

TESTIMONY OF

WAYNE A. DUPRE

EXECUTIVE DIRECTOR
REGIONAL TRANSIT AUTHORITY
NEW ORLEANS, LOUISIANA

BEFORE THE

SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES
COMMITTEE ON APPROPRIATIONS
UNITED STATES HOUSE OF REPRESENTATIVES

CANAL/CBD STREETCAR PROJECT
104 BUS PROCUREMENT

MAY 6, 1993

CANAL STREET/CBD STREETCAR PROJECT

REGIONAL TRANSIT AUTHORITY
NEW ORLEANS, LOUISIANA

Testimony before
Appropriations Subcommittee on
Transportation and Related Agencies
May 6, 1993

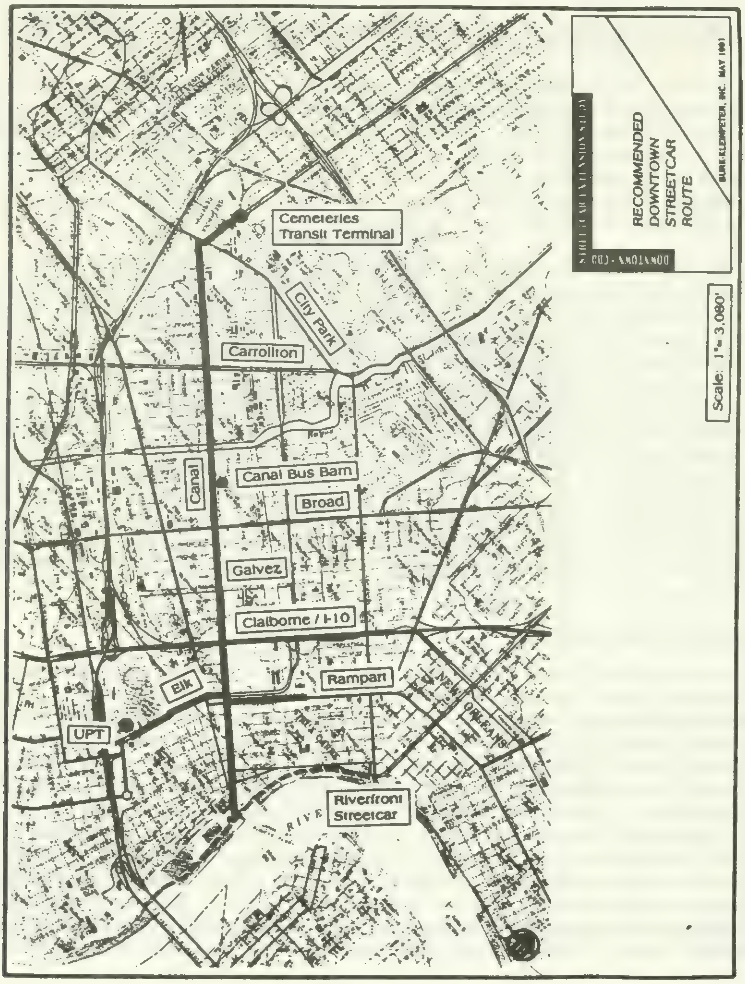
CANAL STREET-CBD STREETCAR PROJECT: AN OVERVIEW

Canal Street has played a pivotal role in the history of New Orleans. For anyone who lives in or visits the city, it is the axis of the area's urban geography. Canal Street is the city's largest and busiest arterial and the spine of its existing transit system. As the last street in the city to be stripped of streetcar tracks, it has been the focus of growing community interest in the possibility of developing new light rail lines in New Orleans. Streetcars operated on Canal for more than a century--103 years to the day to be exact--from June 1, 1861, through May 31, 1964.

Burgeoning community interest in the possible return of streetcars was endorsed in a 1989 report by the Urban Land Institute. Mayor Sidney Barthelemy subsequently requested that the Regional Planning Commission for Jefferson, Orleans, St. Bernard and St. Tammany Parishes (RPC), in cooperation with the Regional Transit Authority, to undertake a technical feasibility study for the extension of light rail transit service in the Central Business District. The resulting Downtown-Canal Street Streetcar Extension Study, funded in part with a grant from the Federal Transit Administration, developed preliminary recommendations for replacing local bus service on Canal with streetcar service connecting to the existing Riverfront line at one end and to a new Cemeteries transit terminal at the other (see Figure 1). The report also proposed construction of a second intersecting line linking the Union Passenger Terminal (UPT) to Louis Armstrong Park via Loyola Avenue and North Rampart Street; construction of a new streetcar maintenance facility at the UPT; and redevelopment of the UPT as a true multi-modal transportation center providing connections to inter-city bus and rail service and light rail service to New Orleans International Airport.

PROJECT DESCRIPTION

The proposed Canal Street line will be approximately four miles long and will be located on the existing neutral ground, not in the street itself. From the riverfront to Claiborne Avenue, streetcars will share the median transitway--which is typically 46 feet wide in the downtown area--with the Canal express buses. From Claiborne Avenue to the opposite end of Canal Street, at City Park Avenue, the median is typically 32 feet wide; having been reduced, after the removal of streetcar tracks, to allow for an additional lane each direction in the roadway. Outbound streetcars will have to leave the neutral ground in the vicinity of the Cemeteries in order to make an S-turn onto City Park Avenue and then into the new transit terminal which will be located in the median of Canal Boulevard. The terminal will provide convenient connections between the Canal line and some eight RTA and suburban bus routes which currently connect or terminate at this location. The new streetcar line will serve primarily commuters and shoppers travelling to or from the Central Business District, especially those with office or retail destinations in or near the Canal Street corridor.


Cemeteries Transit Terminal
City Park
Carrollton
Canal
Canal Bus Barn
Broad
Galvez
Claiborne / I-10
Elk
Rampart
UPT
NEW ORLEANS
Riverfront Streetcar
RIVER
STREETCAR EXTENSION STUDY
DOWNTOWN - CBD
RECOMMENDED DOWNTOWN STREETCAR ROUTE
BURK-KLEINPETER, INC. MAY 1991
Scale: 1" = 3,080'

The intersecting Loyola-Rampart line will be approximately one mile long and will link such important trip attractions as the Union Passenger Terminal, the Louisiana Superdome, New Orleans Centre, the Civic Center and Louis Armstrong Park. A combination of street and median operation will be required, with streetcars running primarily on the neutral ground on Loyola and in the roadway on Rampart. The line will serve a wide variety of trip purposes commensurate with the diverse range of activity centers located on the proposed route.

A fleet of approximately 38 streetcars will be required to provide the recommended service. Since it is unlikely that many restorable "vintage" cars can be located, if visual compatibility with the St. Charles and Riverfront streetcars is deemed requisite, it will probably be necessary to manufacture new replica trolley cars patterned on the 1923-24 Perley Thomas vehicles. These cars, while having the look of vintage streetcars, will enjoy substantially better operating characteristics, through the use of restored PCC trucks, motors and other components. In addition, the cars will be made accessible to the handicapped and can even be equipped with air-conditioning.

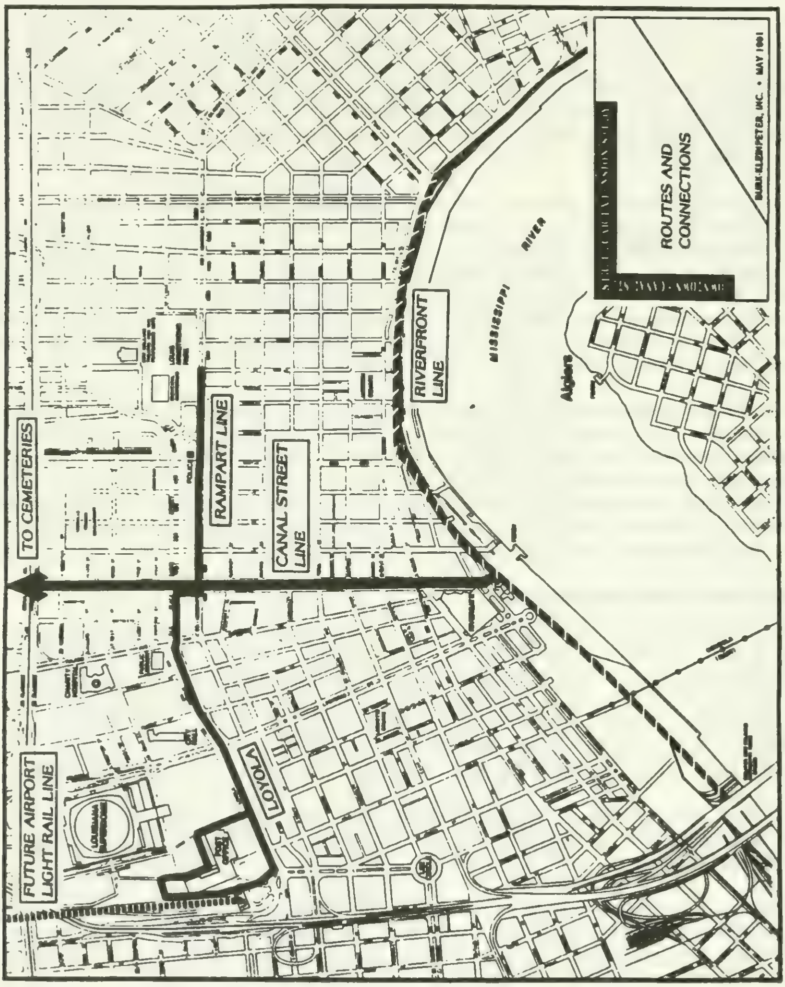
In order to provide adequate up-to-date storage and maintenance facilities for these vehicles, it has been proposed that property owned by Union Passenger Terminal be used for siting the necessary structures. Preliminary recommendations also call for development of park-and-ride facilities at four possible locations. Three of these are on the periphery of the CBD: at UPT, near the end of Elysian Fields Avenue and in the vicinity of the Convention Center. In addition, convenient parking can be provided for commuters in the vicinity of the proposed Cemeteries transit terminal at Canal Boulevard.

PLANNING REQUIREMENTS

The Regional Transit Authority is presently seeking Federal assistance, under Section 3 of the Urban Mass Transportation Act of 1964 as amended, for the purpose of conducting the additional planning and preliminary engineering activities which must be completed before construction of the new light rail line(s) can get underway. Funding for the project was authorized by Congress in the Intermodal Surface Transportation Act of 1991 (Title III--Federal Transit Act Amendments of 1991, Section 3035(fff)). Local match will be provided by the Regional Transit Authority from funds made available by the City of New Orleans.

The work to be performed will fall into three distinct phases: 1) An update of systems planning for the New Orleans region, focusing on the transit component of the Regional Transportation Plan;

2) Analysis of a range of alternatives--including "No-Build" and Transportation System Management options and various potential alignments for light rail service--resulting in the selection of a preferred alternative for implementation; and 3) Preliminary Engineering, including the preparation of an Environmental Impact Statement (EIS), for the selected


ROUTES AND CONNECTIONS
BURK-KLEINPETER, INC. • MAY 1991
TO CEMETERIES
RAMPART LINE
CANAL STREET LINE
RIVERFRONT LINE
MISSISSIPPI RIVER
Algiers
LOYOLA
FUTURE AIRPORT LIGHT RAIL LINE

The recommendations developed by the Downtown-Canal Street Streetcar Extension Study must be considered strictly preliminary and merely establish a starting-point for the definition of a whole range of options which will have to be considered in Alternatives Analysis. In order to conform to Federal guidelines, consideration will have to be given to different levels of investment, alternative alignments and technologies, service options and approaches to the mitigation of potential impacts on environmental, social, cultural and economic resources. Projected capital and operating costs and predicted daily ridership will have to be identified for each alternative, so that its probable cost-effectiveness can be determined. The Federal Transit Administration has established threshold criteria for new ridership and cost per new rider which must be met if a project is to qualify for capital assistance. In addition, it will, of course, be necessary to prepare an Environmental Impact Statement and to insure that the selected alternative will meet all applicable environmental requirements.

PURPOSE OF THE PROJECT

The general purpose of the proposed streetcar construction project is to improve transit service in the Canal Street corridor so as to increase patronage and reduce net operating costs, while achieving compliance with federal regulations for handicapped accessibility and environmental protection. It is anticipated that the proposed transit capital improvements will also significantly enhance opportunities for commercial revitalization and economic redevelopment in the corridor.

Light-rail transit offers the best means of meeting the mandates of both the Clean Air Act Amendments and Americans with Disabilities Act of 1990, while maintaining current levels of service to the maximum extent possible. Where circumstances permit, conversion of existing bus service to light-rail transit is the preferred approach for achieving compliance. Circumstances in the Canal Street corridor are particularly conducive to this approach. For one thing, Canal is the most heavily travelled route in New Orleans, making the maintenance of current levels of service a must. Moreover, the wide median which runs the length of Canal Street provides an ideal location for new streetcar tracks, stations and boarding platforms. Achieving compliance by other means (e.g., replacing existing diesel-powered buses with transit coaches built to run on compressed natural gas and equipped with wheelchair lifts) would likely be less cost-effective in the long run and would almost certainly have serious adverse impacts on transit operations in the short run.

In addition, by removing transit from the street and separating it from ordinary vehicular traffic, it will be possible to drastically reduce the inter-modal conflicts and congestion-related problems which make it virtually impossible for buses serving the downtown area to operate on schedule during peak travel periods. Improved transit performance and reduced travel times would attract new riders, especially commuters making daily work-trips to and from the Central Business District of the city. A Canal Streetcar line has the potential to achieve this objective on a near-term basis while establishing the spine of a future commuter light-rail network which will eventually reach out to all parts of the urbanized area.

The proposed restoration of streetcar service to Canal Street represents a change in the basic infrastructure of the street which has potentially far-reaching implications for the future of the thoroughfare. Members of the business community feel very strongly that this is the one measure likely to have a lasting and substantial beneficial impact on the attractiveness of Canal Street for commercial interests and investors. Construction of the proposed light-rail line would greatly improve access to the Canal Street corridor in the CBD, and enhance the aesthetic appeal of the street by replacing most buses currently operating on Canal, thus boosting demand for office and retail space and spurring an increase in real estate values. Commercial revitalization of the Canal Street corridor represents a primary purpose of the project--and will likely be the one by which its success is assessed in years to come.

PROJECT FUNDING

The projected total cost for planning and preliminary engineering for the proposed Canal Street-CBD Streetcar project is $6,000,000. This amount would fund three separate phases of the project: Systems Planning ($625,000); Alternatives Analysis ($1,875,000); and Preliminary Engineering ($3,500,000). It is to be anticipated that there would be considerable overlap in work activities among these three phases, especially between the latter two. The Regional Transit Authority's pending grant application requests 80 percent funding of these projected costs by the Federal Transit Administration. Thus, the Federal cost for the respective tasks is $500,000 for Systems Planning; $1,500,000 for Alternatives Analysis; and $2,800,000 for Preliminary Engineering. A total of $4,800,000 in Federal funds, available under Section 3 of the Urban Mass Transportation Act of 1964 as amended, and authorized for this project under Title III of the Federal Transit Act Amendments of 1991, is being requested.

CANAL STREETCARS
PROJECT FUNDING

PROJECT DURATION	**5 Years**
	(Millions)
PLANNING & ENGINEERING	**$6.0**
Sources:	
Federal	$4.8
Local NOETF	$1.2
CONSTRUCTION	**$46.3**
Canal to Cemeteries	$16.1
Loyola/Rampart	$9.3
Maintenance Facility	$15.1
Park 'n' Ride Facilities	$4.0
Terminals	$1.8
VEHICLE ACQUISITION	**$34.2**
TOTAL PROJECT COSTS	**$80.5**
Sources:	
Federal	$64.4
State	$16.1
	$3.22/Year for 5 Years

The corresponding 20-percent local-share amounts are $125,000 for Phase I; $375,000 for Phase II and $700,000 for Phase III. The total local matching funds amount of $1,200,000 is to be provided by the City of New Orleans. New Orleans voters in 1991 approved a reorganization of the city's debt which would free a significant amount of money to meet current needs. Funds specifically earmarked for the Canal Street Streetcar project were included in the debt reorganization proposal submitted to the voters for their approval. They will be made available from the New Orleans Economic Trust Fund established under the terms of the proposition approved by voters.

Once a selected alternative has been identified and approved by the Federal Transit Administration, and a Final Environmental Impact Statement has been adopted, the preparation of Final Design and Construction plans will get underway. Preliminary construction cost estimates were developed for the recommended improvements identified in the Canal Street-Downtown Streetcar Extension Study. These improvements would include trackwork (tracks, turnouts and crossovers); overhead electrification systems; the relocation of utilities, monuments and plant materials; new landscaping; signalization, signage and striping. The projected total construction cost for the Canal Street line is approximately $16,100,000. Construction costs for the proposed Loyola/Rampart line were projected at roughly $9,340,000.

Capital improvements associated with the construction of a streetcar maintenance facility would include site preparation (demolition, clearing, grading, fencing and utilities); trackwork and electrification; and the construction of necessary structures for heavy repair activities, running repair and operations. The projected total construction cost for these improvements is $15,100,000.

The proposed transit terminal at Canal Boulevard would entail trackwork and overhead electrification; construction of five transit shelters located at bus stops, one main shelter and two information kiosks; paving (bus pullout areas, curbs, one roadway median crossing and pavement for pedestrians at bus stops and the terminal); demolition of existing pavement, crossings and curbs where necessary; relocation of light poles and installation of new light and power poles; landscaping; signalization, signage and striping. These proposed improvements would be made at a projected cost of $1,760,000.

The report identified a number of different options for rolling stock, including reconditioned vintage cars, replicas of vintage cars and contemporary light-rail vehicles. No specific recommendation was made regarding the type of vehicle to be used. However, the number of vehicles required for the proposed service was set at 33, with five spares for a total of 38. Assuming an average cost per car of $900,000, the total capital cost for rolling stock would be $34,200,000.

Projected construction costs for the UPT and Elysian Fields park-and-ride facilities amount to $470,000 for each site. The Canal Boulevard and Convention Center sites would each require approximately $1,530,000. Thus, total construction costs for all four parking locations would be about $4,000,000.

The projected total amount of capital costs for all proposed improvements--including the Canal and Loyola-Rampart light rail lines, the UPT streetcar maintenance facility, the Cemeteries transit terminal, fabrication or acquisition of 38 streetcars and construction of four park-and-ride lots--is approximately $80,500,000. Assuming 80-percent Federal funding, roughly $64,400,000 would be made available for the project by the Federal Transit Administration. This would leave a local match requirement of $16,100,000—or $3,220,000 a year for a five-year construction program.

ECONOMIC BENEFITS

The economic benefits which may be expected to accrue from the proposed Canal Street-CBD Streetcar project fall into two general categories. The first of these includes benefits which would result from increased employment directly related to construction and operation of the proposed transit improvements. The second category includes benefits related to increased employment and sales activity which would be expected to result from revitalization of the Canal Street corridor.

It has been estimated that construction of the proposed major transit capital improvements would generate approximately 285 jobs for the five-year duration of the project. This would increase total economic activity in the area by roughly $24 million annually. In addition to these construction-period jobs, approximately 55 new permanent positions--for operators, maintenance and administrative personnel--would be created. The total economic impact of these ongoing jobs would be around $5 million a year.

CANAL STREETCARS
ECONOMIC BENEFITS

PROJECT DURATION	**5 Years**
PROJECT EMPLOYMENT	**340**
Permanent Jobs	55
Construction Jobs	285
CBD RELATED EMPLOYMENT	**3,300**
ECONOMIC EXPANSION	**303.5 Million/Year**
Salaries	28.9 Million/Year
Tourism & Sales	274.6 Million/Year

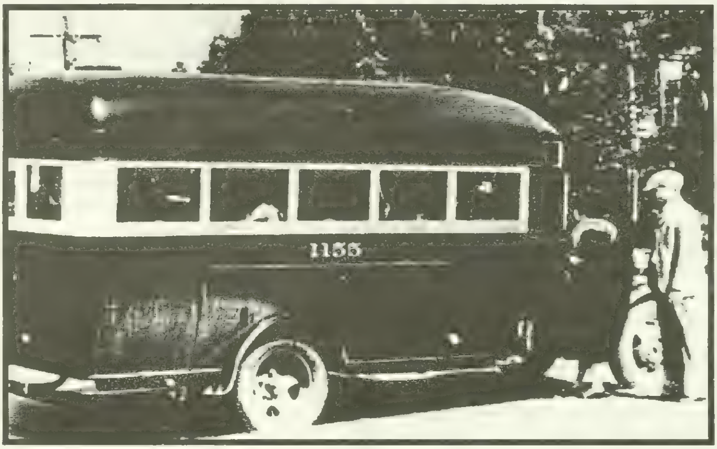
Economic expansion in the Central Business District expected to result from revitalization of the Canal Street corridor will generate a projected 3,300 new jobs. This represents a total increase in economic activity of approximately $275 million per year attributable to the expanded tourism, business and retail sales which would be indirectly stimulated by implementation of the Canal Street and Loyola-Rampart streetcar lines. Thus, the short-term economic impact of the project would be an annual boost to the local economy of approximately $300

million. Beyond the five-year construction period, a continuing economic impact of roughly $280 million a year may be expected to occur.

PUBLIC INVOLVEMENT

The Canal Street-CBD Streetcar project is a direct result of the efforts of business and community leaders to restore light rail transit service to the city's most important arterial thoroughfare. In order to maximize the effectiveness of business interests, property owners and other interested individuals and groups in the CBD, Mayor Sidney Barthelemy formed the Canal Street Transit Coalition for the purpose of spearheading support for implementation of the proposed transit improvements. The group held its inaugural meeting in the Pelican State Building on February 7, 1992. The meeting, hosted by the mayor, attracted an impressive array of business and civic leaders who will be actively working to mobilize support for the restoration of streetcar service to Canal Street.

104 BUS PROCUREMENT



REGIONAL TRANSIT AUTHORITY
NEW ORLEANS, LOUISIANA

Testimony before
Appropriations Subcommittee on
Transportation and Related Agencies
May 6, 1993

Congressional Testimony

Concerning the Need for Grant Assistance for Bus Purchases

I AM WAYNE A. DUPRE. I SERVE AS EXECUTIVE DIRECTOR OF THE REGIONAL TRANSIT AUTHORITY (RTA) IN NEW ORLEANS, LOUISIANA. I AM HERE TO TESTIFY ABOUT THE DIRE NEED THAT MY AGENCY HAS FOR FEDERAL FUNDS TO REPLACE INTERCITY BUSES. MY AGENCY, AS MOST ACROSS THE COUNTRY, IS HEAVILY DEPENDENT UPON FEDERAL FUNDING FOR MOST CAPITAL PROJECTS. OUR LOCAL RESOURCES, IN THE FORM OF FAREBOX REVENUE, STATE SUBSIDIES, A ONE-CENT SALES TAX, AND SCANT ADVERTISING REVENUE, PROVE INSUFFICIENT, YEAR AFTER YEAR, TO ALSO SUPPORT CAPITAL PROJECTS.

THE RTA OPERATES WITH AN APPROXIMATE OPERATING BUDGET OF OVER SIXTY-FIVE MILLION DOLLARS ($65 MILLION). FEDERAL OPERATING ASSISTANCE PROVIDES SEVEN PERCENT (7%); FAREBOX REVENUES ARE SIGNIFICANT AT FORTY-SIX PERCENT (46%); THE LOCAL SALES TAX CONTRIBUTES ABOUT FORTY PERCENT (40%); THE STATE OF LOUISIANA ABOUT SIX PERCENT (6%); AND ADVERTISING CONTRIBUTES ABOUT ONE PERCENT (1%).

THE RTA HAS APPLIED FOR GRANTS FROM THE FEDERAL TRANSIT ADMINISTRATION (FTA) AT THE DEPARTMENT OF TRANSPORTATION TO ASSIST IN THE PURCHASE OF ONE HUNDRED AND FOUR (104) TRANSIT COACHES. THE GRANT APPLICATION HAS BEEN UNDER CONSIDERATION BY THE FTA SINCE FEBRUARY, 1992.

THE RTA NEEDS TO REPLACE ONE HUNDRED AND FOUR (104) VEHICLES BECAUSE OF THE FREQUENCY AND NATURE OF MECHANICAL AND OTHER OPERATIONAL FAILURES. DURING CALENDAR YEAR 1991, THE RTA EXPERIENCED AN AVERAGE OF FIVE THOUSAND EIGHTY ONE (5,081) MILES PER ROAD CALL FOR THE GENERAL MOTORS VEHICLES AND THREE THOUSAND, SIX HUNDRED AND THIRTY (3,630) FOR THE GRUMMAN FLXIBLES AND THREE THOUSAND FOUR HUNDRED AND TEN (3,410) FOR THE CARPENTER VEHICLES. THIS EXCESSIVE ROAD CALL ACTIVITY NEGATIVELY IMPACTS AN ALREADY STRAPPED OPERATING BUDGET. DURING 1991, THE GRUMMAN FLXIBLE BUSES COST THE AGENCY AN AVERAGE OF EIGHTY-SIX CENTS ($.86) PER MILE. DURING THE SAME PERIOD, THE GENERAL MOTORS VEHICLES COST AN AVERAGE OF SIXTY-SIX CENTS ($.66) PER MILE AND THE CARPENTER VEHICLES COST ABOUT ONE DOLLAR AND SIXTEEN CENTS ($1.16) PER MILE. THE RTA'S SYSTEM AVERAGE WAS SIXTY-ONE CENTS ($.61) PER MILE.

THE RTA HAS ESTIMATED THAT, IN 1991, IT HAS COST THE AGENCY ABOUT SEVENTEEN THOUSAND DOLLARS ($17,000) MORE ANNUALLY TO OPERATE THE

GRUMMAN FLXIBLE FLEET THAN, FOR EXAMPLE, THE NEWER ORION V BUS. THIS IS BASED ON A FLEET AVERAGE MILEAGE OF THIRTY THOUSAND (30,000) PER FORTY FEET BUS.

LET ME TELL YOU ABOUT THE TYPES OF MECHANICAL AND OTHER FAILURES THAT CONTRIBUTE TO THE COSTS THAT I HAVE JUST MENTIONED.

- A HIGH NUMBER OF REAR AXLE FAILURES DUE TO CRACKS OCCURRING IN THE GENERAL MOTORS RTS II BUSES;

- FAILED DOOR MECHANISMS THAT HAVE OUTLIVED THE USEFUL LIFE CYCLE;

- ENGINES AND TRANSMISSIONS THAT HAVE BEEN OVERHAULED NUMEROUS TIMES, AND ARE UNABLE TO MEET OVERHAUL TOLERANCES, WITH IT BECOMING NECESSARY TO REPLACE MAJOR COMPONENTS;

- REPEATED FRONT SUSPENSION PROBLEMS THAT ARE PRESENT WITH THE GRUMMAN FLXIBLES;

- SHORT BRAKE LIFE DUE TO LACK OF BRAKE RETARDERS ON THE TARGETED BUSES;

- EXTENSIVE ELECTRICAL PROBLEMS IN GRUMMAN FLXIBLES THAT ARE GENERALLY ASSOCIATED WITH EXHAUST STACK PROXIMITY TO ELECTRICAL HARNESSES;

- EXTENSIVE DETERIORATION OF THE FLOORS DUE TO WATER DAMAGE AND CRACKS IN WHEEL WELLS;

- OVER NINETY PERCENT (90%) SCARRED BUS WINDOWS IN GENERAL MOTORS BUSES;

- THE BUSES HAVE A DETROIT DIESEL 8V71N POWER PLANT. THIS ENGINE OFFERS THE LOWEST FUEL MILEAGE AND, THEREFORE, THE HIGHEST ASSOCIATED OPERATING COST. FURTHERMORE, THE EMISSIONS FROM THIS ENGINE ARE AT 1979 TO 1981 STANDARDS, AND CONTRIBUTE TO AIR POLLUTION AT A HIGHER RATE THAN THE LATEST ENGINES;

- TO MEET THE AMERICANS WITH DISABILITIES ACT REQUIREMENTS, THE RTA WILL EQUIP THESE BUSES WITH WHEELCHAIR LIFTS AND OTHER DEVICES AND APPOINTMENTS ON THE VEHICLE; AND

- FAILURES FREQUENTLY OCCUR WITH ROLL-TYPE DESTINATION SIGNS AND THESE SHOULD BE REPLACED WITH ELECTRONIC SIGNS.

THE VEHICLES PROPOSED FOR REPLACEMENT WITH FEDERAL FUNDING HAVE MET THE FTA'S PREVIOUS REQUIREMENTS CONCERNING USEFUL LIFE CRITERIA OF TWELVE (12) YEARS FOR FORTY FEET (40 FEET) VEHICLES AND SEVEN (7) YEARS FOR THE THIRTY FEET (30 FEET) VEHICLES. THE REVISED FTA POLICY IN THIS AREA WOULD ALLOW MID-LIFE REPLACEMENT.

THE CITY OF NEW ORLEANS HAS TRADITIONALLY RECEIVED EXCELLENT TRANSIT SERVICE, CHARACTERIZED BY EXTENSIVE COVERAGE, EFFICIENT OPERATION, AND REASONABLE FARES. THE PERIODIC INFUSION OF CAPITAL EQUIPMENT WILL ASSIST IN MAINTAINING THE HIGH QUALITY OF TRANSIT SERVICE. THE UPGRADING OF THE TRANSIT BUS FLEET IS A PREREQUISITE FOR CONTINUED QUALITY SERVICE.

THE REPLACEMENT VEHICLES WILL AID THE RTA IN REALIZING SHORT TERM TRANSIT IMPROVEMENT GOALS SUCH AS:

- IMPROVING TRANSIT SERVICE: NEW ORLEANS IS A TRANSIT-DEPENDENT CITY. WE HAVE A HIGH INDIGENT POPULATION. HOWEVER, ECONOMIC OPPORTUNITIES ARE ACCESSED THROUGH TRANSIT UTILIZATION. THEREFORE, THE RTA MUST BE ABLE TO PROVIDE RELIABLE SERVICE. IN ADDITION, TO EMPLOYING EFFICIENT MAINTENANCE PRACTICES, NEW EQUIPMENT IS ALSO VITAL TO RELIABLE OPERATIONS.

- IMPROVING TRANSIT IMAGE: IT FOLLOWS THAT THE QUALITY OF SERVICE IMPACTS THE IMAGE OF THE TRANSIT SYSTEM. A POSITIVE IMAGE HELPS TO RETAIN CURRENT RIDERS AND ATTRACT NEW RIDERS.

- INCREASING RIDERSHIP: THESE VEHICLES WILL ASSIST THE RTA IN ATTRACTING NEW RIDERS DUE TO THE FACT THAT THE SYSTEM WILL BE MORE RELIABLE AND THE VEHICLES WILL ASSIST IN PROJECTING A POSITIVE IMAGE.

- PROVIDING FOR PATRON COMFORTS: THE NEW VEHICLES WILL HAVE TEMPERATURE CONTROLS, ELEMENTS FOR A SMOOTHER RIDE, AND AMERICANS WITH DISABILITIES ACT REQUIREMENTS, SUCH AS WHEELCHAIR MECHANICAL LIFTS, THE "KNEELING" FEATURE, SIGNAGE, PUBLIC ADDRESS SYSTEMS, AND SO ON. THESE FEATURES SHOULD MAKE FOR A COMFORTABLE RIDE ON THE RTA SYSTEM.

- EMPLOYING TRANSIT AS A TOOL TO SOLVE URBAN PROBLEMS: THE NEW ORLEANS ECONOMY HAS SUFFERED DURING THE PREVIOUS DECADE DUE TO ITS HEAVY RELIANCE ON THE OIL INDUSTRY, PORT ACTIVITIES, AND TOURISM. ALTHOUGH THE ECONOMIC RECESSION IS WANING, THE ECONOMY REMAINS SLUGGISH. THE RTA BELIEVES THAT RELIABLE, EFFICIENT TRANSIT ASSISTS THE CITY OF NEW ORLEANS IN ECONOMIC DEVELOPMENT ACTIVITIES; IN THE REDUCTION OF AIR AND NOISE POLLUTION AND TRAFFIC REDUCTION; AND SOCIO- ECONOMIC ACTIVITIES, SUCH AS SERVICE TO CENTERS OF EMPLOYMENT AND SOCIAL AND CULTURAL ACTIVITIES.

THESE ARE JUST A FEW OF THE CHALLENGES THAT THE RTA AND OTHER TRANSIT SYSTEMS MUST MEET ON A DAILY BASIS WITH LIMITED RESOURCES. THE RTA EMPLOYS EFFICIENT MAINTENANCE PRACTICES THAT HAS ALLOWED US TO KEEP THESE VEHICLES IN OPERATION; HOWEVER, BECAUSE OF THE HIGH UTILIZATION OF THE SYSTEM, THIS EQUIPMENT HAS REACHED THE POINT OF DIMINISHING RETURN. WE ARE AT THE JUNCTURE WHERE REPLACEMENT--AND NOT REPAIR--IS MORE EFFICIENT.

THE FEDERAL GOVERNMENT HOLDS THE KEY TO OUR ABILITY TO PROVIDE CONTINUED SERVICE WITH NEW EQUIPMENT.

THE RTA NEEDS APPROXIMATELY TWENTY MILLION, EIGHT HUNDRED THOUSAND DOLLARS ($20.8 MILLION) IN FEDERAL FUNDS TO REPLACE ONE HUNDRED AND FOUR (104) VEHICLES. WE BELIEVE THAT THIS INVESTMENT OF TWENTY MILLION EIGHT HUNDRED THOUSAND DOLLARS ($20.8 MILLION) IS A PRUDENT, EFFICIENT, AND EFFECTIVE INVESTMENT IN THE NEW ORLEANS TRANSIT SYSTEM.

WE THANK YOU FOR YOUR INTEREST.

STATEMENT OF
PATRICK JUDGE, PRESIDENT
SOUTHWEST TRANSIT ASSOCIATION
LOUISIANA PUBLIC TRANSIT ASSOCIATION
TO THE
HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

MY NAME IS PATRICK JUDGE. I AM MANAGER OF TRANSIT DEVELOPMENT FOR THE REGIONAL TRANSIT AUTHORITY OF NEW ORLEANS. ON BEHALF OF SMALL TRANSIT OPERATORS, I AM MAKING THIS STATEMENT AS PRESIDENT OF THE SOUTHWEST TRANSIT ASSOCIATION AND AS PRESIDENT OF THE LOUISIANA PUBLIC TRANSIT ASSOCIATION. FOR THE RECORD, THE SOUTHWEST TRANSIT ASSOCIATION MEMBERSHIP CONSISTS OF TRANSIT AGENCIES FROM ARKANSAS, ARIZONA, KANSAS, LOUISIANA, NEW MEXICO, OKLAHOMA AND TEXAS.

ON BEHALF OF SMALL OPERATORS, I WANT TO FOCUS ON THE TRANSIT FORMULA PROGRAMS, OPERATING ASSISTANCE, AND THE COSTS OF FEDERAL MANDATES SUCH AS THE ADA AS THEY RELATE TO SMALL OPERATORS. I WOULD LIKE TO EMPHASIZE THAT TRANSIT FORMULA PROGRAMS INCLUDE NOT JUST THE SECTION 9 PROGRAM, BUT ALSO THE SECTION 18 AND 16(B) PROGRAMS WHICH CONTINUE TO GROW AS VITAL COMPONENTS OF THIS NATION'S TRANSPORTATION INFRASTRUCTURE.

MOST SMALL TRANSIT OPERATORS RELY ALMOST EXCLUSIVELY ON FEDERAL FORMULA FUNDING WHEN IT COMES TO SUPPORT OF THEIR CAPITAL AND OPERATING COSTS. AND, AS YOU MAY KNOW, IN THE CASE OF SECTION 18 PROPERTIES, ALL OF THEIR FUNDING CAN BE USED TO HELP MEET OPERATING COSTS.

BOTH OPERATING ASSISTANCE AND FORMULA FUNDING OVERALL HAS BEEN STAGNANT FOR MOST OF THE LAST DECADE. TRANSIT FORMULA PROGRAMS WERE FUNDED AT $2 - $2.5 BILLION ANNUALLY BETWEEN 1983 AND 1987. OPERATING ASSISTANCE DURING THAT PERIOD WAS $875 MILLION ANNUALLY. BUT SINCE 1988 OPERATING AID HAS BEEN STUCK AT ABOUT $800 MILLION AND FUNDING FOR ALL FORMULA PROGRAMS WAS AT $1.7 BILLION THIS YEAR. {$48.6 MILLION FOR 16(B) AND $91.4 FOR 18}. SUFFICE TO SAY THAT TRANSIT OPERATORS CAN BARELY AFFORD TO MAINTAIN CURRENT SERVICES, LET ALONE BUY NEW BUSES OR SERVICES IF THEY CANNOT COUNT ON OPERATING ASSISTANCE BEING PREDICTABLE AND GROWING. I HOLD THE STRONG BELIEF THAT THE FEDERAL GOVERNMENT SHOULD PROTECT ITS MASSIVE INVESTMENT IN TRANSIT AS IT DOES ITS HIGHWAYS BY PROVIDING SOME ASSISTANCE FOR ITS UPKEEP.

THIS YEAR WAS PARTICULARLY TOUGH BECAUSE TRANSIT FUNDING UNDER THE FORMULA PROGRAM DECLINED BY SOME 15% FOR ALL OPERATORS, AND THAT COMING ON TOP OF CENSUS ADJUSTMENTS THAT SPREAD A SMALL AMOUNT EVEN THINNER. WE HAD LIKED THE FACT THAT THE PRESIDENT PROPOSED IN HIS SUPPLEMENTAL FUNDING PLAN TO DEVOTE THE MAJORITY OF THE NEW FUNDING TO THE FORMULA PROGRAM. NOW THAT THIS PLAN WILL NOT COME TO BE, TO WHICH WE ARE BITTERLY DISAPPOINTED, WE JOIN WITH APTA IN HOPING THAT ACTION WILL BE FOLLOWED THROUGH TO FY 94 BY FUNDING THE TRANSIT PROGRAM ACCORDING TO RATIOS SET WITHIN ISTEA.

BY WAY OF EXAMPLES, I WOULD LIKE TO STRESS TO YOU THE VALUE OF OPERATING ASSISTANCE TO COMMUNITIES IN OUR REGION. IN LOUISIANA, OPERATING ASSISTANCE ACCOUNTS FOR NEARLY 21% OF THE SHREVEPORT SYSTEM'S SERVICE BUDGET. AND IN LAFAYETTE THAT RATIO IS AT 50%. WHILE THE LEVEL OF FEDERAL OPERATING ASSISTANCE IS ONLY 5% OF THE NEW ORLEANS RTA BUDGET, IT REPRESENTS 5% OF A BARE BONES BUDGET THAT

HAS JUST SUFFERED THROUGH A MAJOR SERVICE REDUCTION, LAYOFFS, AND TWO FARE INCREASES IN THE PAST THREE YEARS. OTHER SWTA SYSTEMS, SUCH AS THE CENTRAL ARKANSAS TRANSIT AUTHORITY OF LITTLE ROCK, UTILIZE FEDERAL OPERATING ASSISTANCE FOR 25% OF ITS SUPPORT, AND LUBBOCK, TEXAS DEPENDS ON IT AT 35%. MANY OF THESE AND OTHER SYSTEMS ACROSS THE NATION WOULD NOT SURVIVE WITHOUT THAT SUPPORT FROM THE FEDERAL GOVERNMENT.

WE ARE ALSO TRYING TO MEET THE COSTS OF THE AMERICANS WITH DISABILITIES ACT (ADA), DRUG TESTING IN THE NEAR FUTURE, AND OTHER FEDERAL MANDATES (CLEAN AIR ACT, ETC.). ADA COMPLIANCE IS PROBABLY ONE OF THE MORE SIGNIFICANT COSTS FOR A SMALL OPERATOR. THE DEPARTMENT OF TRANSPORTATION HAS ESTIMATED THAT ADA COSTS RUN SOMEWHERE BETWEEN $800 MILLION AND 1.3 BILLION ANNUALLY. PARATRANSIT REQUIREMENTS UNDER ADA ARE EXTREMELY LABOR INTENSIVE.

LITTLE ROCK'S CENTRAL ARKANSAS TRANSIT AUTHORITY EXPECTS ITS PARATRANSIT COSTS TO GROW FROM 5% OF THEIR CURRENT BUDGET TO 11% BY THE DATE OF FULL ADA COMPLIANCE. SIMILARLY, SHREVEPORT'S COMMITMENT WILL INCREASE TO 8.2% FROM THE PRESENT 4% WHILE THE NEW ORLEANS PARATRANSIT BUDGET WILL GO FROM 2.8% TO 7% BY 1996-97. ASSUMING NO GROWTH IN FEDERAL, STATE OR LOCAL SUPPORT, WHICH UNFORTUNATELY WE MUST CONSIDER A LIKELY SCENARIO, ALL OF THIS GROWTH MUST COME OUT OF THE REGULAR FIXED ROUTE SERVICE BUDGET. ALL THIS AND THE CLEAN AIR ACT, DRUG TESTING, BUS TESTING AND HEALTH CARE COSTS INCREASES ALREADY HERE OR JUST AROUND THE CORNER.

MEANWHILE, MANY OF THE SMALLER SECTION 18 SYSTEMS IN RURAL AREAS ARE USING VOLUNTEER DRIVERS, WHO USE THEIR OWN CARS TO GET THE ELDERLY AND SICK TO THE HOSPITAL OR SHOPPING. WE ARE TALKING

ABOUT PEOPLE WHO DRIVE FOR THE MILEAGE. THESE ARE TRULY LOW BUDGET OPERATIONS, OFTEN SERVING PEOPLE WHOSE ONLY LINK TO THE OUTSIDE WORLD IS PUBLIC TRANSPORTATION. THESE SYSTEMS ARE TRULY GOING THROUGH SEVERE ADJUSTMENTS.

DUE TO THE IMPACT OF THIS YEAR'S REDUCTION IN THE FORMULA PROGRAMS, PANHANDLE COMMUNITY SERVICES, A SECTION 18 AGENCY BASED IN AMARILLO, TEXAS WILL REDUCE THEIR BUDGET BY 54%, A LOSS OF 35% OF THEIR EMPLOYEES, AND A SERVICE REDUCTION TO THE COMMUNITY OF ALMOST 40%. THE ARKANSAS PUBLIC TRANSIT PROGRAM EXPECTS A 15% CUT IN RURAL TRANSIT OPERATING BUDGETS RESULTING IN PROBABLE LAYOFFS AND/OR REDUCTIONS IN PEOPLE SERVED. THEY FEEL THE INTERCITY BUS PROVISIONS SET BY ISTEA IS ALSO PRODUCING ANOTHER DRAG ON THE SECTION 18 PROGRAM, WHICH IS PROBABLY BEING EXACERBATED BY THE FY 93 CUTS.

WHILE WE ARE GRATEFUL TO THIS SUBCOMMITTEE AND THE CONGRESS FOR PRESERVING THE TRANSIT PROGRAM THESE PAST 12 YEARS, WE ARE ANXIOUS THAT THE SPOTLIGHT NOW ON DOMESTIC PROBLEMS AND PROGRAMS WILL SHINE ON AND INCLUDE FINANCIAL SUPPORT FOR TRANSIT IN AN EQUITABLE, COMPREHENSIVE AND COMPLETE APPROACH.

IN ANY CASE, WE WOULD LIKE TO URGE THOSE OF YOU ON THIS COMMITTEE TO SUPPORT ALL TRANSIT FUNDING AT THE AUTHORIZED LEVELS. I KNOW HOW DIFFICULT IT IS TO FUND FAST SPENDING PROGRAMS SUCH AS THE OPERATING PROGRAM, BUT I WOULD ASK THAT YOU MAKE EVERY EFFORT TO FUND OPERATING ASSISTANCE AT THE AUTHORIZED LEVEL. TO BE QUITE HONEST, WHILE YOU AND I MAY KNOW THE RELATIONSHIP BETWEEN AUTHORIZATIONS AND OUTLAYS, THAT CONCEPT CANNOT BE READILY

EXPLAINED TO THE RIDER WHO MUST PAY MORE OR EVEN WHO NOW MUST FIND ANOTHER WAY TO WORK.

THE SOUTHWEST TRANSIT ASSOCIATION STRONGLY SUPPORTS THE PRESIDENT'S PROPOSALS FOR INCREASED FUNDING FOR FY 1994 -- AND WE HOPE THAT TRANSIT FUNDING CAN BE INCREASED IN FUTURE YEARS. I WOULD ASK AND HOPE THAT WE HAVE SOME PREDICTABILITY FROM YEAR TO YEAR.

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE, I WANT TO AGAIN THANK YOU FOR THIS OPPORTUNITY. FOR YOUR REFERENCE, I HAVE ATTACHED A COPY OF THE SOUTHWEST TRANSIT ASSOCIATION'S 1993 LEGISLATIVE POSITIONS AND FACT SHEET. I WOULD BE HAPPY TO RESPOND TO ANY QUESTIONS YOU OR YOUR STAFF MAY HAVE. THANK YOU.

SOUTH WEST TRANSIT
ASSOCIATION

1993 LEGISLATIVE POSITIONS

The South West Transit Association supports equity and balance in the funding of federal transit programs, with the primary aim of ensuring **full funding for all formula programs**. This balanced approach will help retain existing jobs and create new employment in the public transit industry to help contribute to national economic growth.

Economic Stimulus Package

The South West Transit Association supports the Clinton Administration's proposal to increase funding for public transit by $750 million in Fiscal Year 1993. This short-term boost in funding for projects that can be initiated before September 30 will give transit systems of all sizes the opportunity to fulfill their immediate capital needs, further contributing to job creation and economic growth. Consideration should be given to waiving local match requirements, as many transit systems would otherwise be unable to match the new funds.

Full Funding at ISTEA Levels

The South West Transit Association supports fully funding the federal transit program in FY94 at the $5.325 billion amount authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA). This level of support would maintain the integrity of transit formula programs, including operating assistance, at the fully authorized level of $2.865 billion. If funding does not reach the ISTEA authorization level, SWTA supports funding the formula program at $1.36 for every $1 spent on the major capital investment program (Section 3).

Primary emphasis should be given to providing **full funding at the authorized levels for transit formula programs aimed at the elderly and disabled and the rural areas of the country**, since these systems are most dependent on the funds for their continued existence. The FY94 ISTEA-authorized funding level is $153.8 million for Section 18 rural programs, $68.7 million for Section 16 (b) programs for the elderly and disabled, and $7.7 million for the Rural Technical Assistance Program. These three programs combined comprise only 4.3% of the entire FY94 transit budget at its fully authorized level.

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SOUTH WEST TRANSIT
ASSOCIATION

The South West Transit Association is a regional transit association formed in 1979 to represent transit operators and others interested in public transit issues in the states of Arizona, Arkansas, Kansas, Louisiana, New Mexico, Oklahoma, and Texas. Its goals are:

- To provide forums for **professional development**, including the exchange of experiences, and the discussion and study of problems common to the public transit industry, through convenient and inexpensive training seminars and conferences held throughout the SWTA region;
- To provide advice and counsel to the **executive and legislative branches** of the federal government on transit-related issues and legislative and regulatory matters of importance to SWTA members;
- To emphasize the **importance of public transportation** and the necessity of encouraging the improvement and use of public transit systems;
- To compile and collect **data and information** related to public transportation in the region; and
- To promote **research, investigation, and study** toward improving public transportation.

SWTA has regular voting members who are representatives of public transit systems in the region, including municipalities that operate some form of public transit; associate (vendor) members; and professional members, including universities, regional councils of governments, state departments of transportation, state transit associations, and transit systems and individuals from outside the SWTA region.

For more information, contact the SWTA office at the address or phone number listed below.

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Mr. CARR. Thank you very much. Let me ask you about the Canal Street corridor, have you signed an agreement with FTA on that yet?

Mr. JUDGE. We received a letter of no prejudice to go ahead with the alternative analysis and get working on the EIS.

Mr. CARR. How many buses are you going to buy in the next year?

Mr. JUDGE. If the stimulus program had passed, we were aiming for 212. We are very hopeful; we absolutely need this 104, and we needed the 212 to be quite honest with you.

Mr. CARR. What is the average age of your buses?

Mr. JUDGE. Our average age right now is, I believe, about 10 years old. Buses we are replacing are 14, 12; the 30-footers are 10, but they can be replaced at an earlier age.

Mr. CARR. How many buses do you have?

Mr. JUDGE. A total of 460 full-size. We have another 15 or so paratransit.

Mr. CARR. Mr. Wolf, do you have any questions?

Mr. WOLF. I have no questions. Just, I think your Governor in his efforts to bring about gambling is going to ruin your city, and I am almost tempted to say for the record if I thought I was doing anything to help your governor, I would be tempted to vote no. But I see Mr. Livingston there, and he is of the opposite view I am somewhat persuaded, about this project you are testifying about.

I think he might share my view with regard to your Governor on the reputation and the corruption and the image that is going to come out of New Orleans, and that coming out of New Orleans, I think, is going to hurt your city and be a disgrace.

But what I wanted to say, the fact that Mr. Livingston is here testifying for it negates the feelings I would have for this particular project.

Mr. LIVINGSTON. Thank you.

Mr. JUDGE. I appreciate that.

Mr. CARR. I am not going to get into that.

Mr. JUDGE. I will try not to, also.

Mr. CARR. I guess I don't have any further questions right now, but we do want you to take a copy of the investment criteria this committee has developed on a bipartisan basis; and we will like to have you answer all the questions that are implicit in that and amend your testimony accordingly.

It isn't a pop quiz; there are no right answers or wrong answers. It is an effort by this committee to get data about economic outcomes-inputs and outcomes so that we can do a better job for the Congress and for the taxpaying public.

Mr. LIVINGSTON. Thank you, Mr. Chairman, we would like to invite you back to New Orleans, and we will take a ride on the streetcar.

Mr. CARR. Maybe Frank and I will come down together.

THURSDAY, MAY 6, 1993.

PENNSYLVANIA ROAD PROJECTS

WITNESS

HON. JAMES C. GREENWOOD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF PENNSYLVANIA

Mr. CARR. Our next witness is Congressman Greenwood. Jim, we will put your statement in the record and ask you to summarize.

Mr. GREENWOOD. Thank you very much, Mr. Chairman and Mr. Wolf; I appreciate the consideration. I believe that your chances of success here are in inverse proportion to the length of your testimony anyway.

Mr. CARR. We have said that many times.

Mr. GREENWOOD. Mr. Chairman, I am pleased to have the opportunity to speak to the subcommittee today about the Department of Transportation and Related Agencies Appropriations bill and the transportation needs of my congressional district. I am well aware of the severe budgetary constrains the Federal Government is facing, and the competing demands for funding for improvements to our Nation's infrastructure to avoid needless risks to our citizens' safety and to aid our economic competitiveness.

I am here today to ask for your support for two transportation improvements important to the residents in my congressional district in Pennsylvania. The first request is for a relatively small amount of funding that I believe would tremendously improve safety and ease congestion in a dangerous, heavily travelled intersection of Middletown Township in Bucks County. Both Trenton and Durham Roads are heavily travelled. There is no left-hand turning lane at the intersection, and as a result, there have been a number of accidents and a great deal of traffic congestion where these two roads intersect.

I am requesting $308,000 to upgrade the signalization and to add a turn lane on Durham Road, which would facilitate the channelization of traffic. The Pennsylvania Department of Transportation agrees that these changes should be made. The upgrades would enhance safety at the intersection, and the addition of the turning lane would greatly alleviate traffic congestion. There would be a 25 percent match for this project in local funding.

The second issue for which I ask your support concerns Route 313 in New Britain and Plumstead Townships in Bucks County. Route 313 is a primary route running north and south between Quakertown and Doylestown, the county seat. This road is used by commuters who live in the upper end of the county and travel to the county seat to work. It is also an important road for commerce, with a high percentage of truck traffic.

Route 313 is a two-lane road with no turn lanes and very limited shoulders. I am asking your support for adding a truck climbing lane on a one-mile section of Route 313 between Curley Hill and Stump Roads. Trucks travel much slower up this hill, which has a

7 percent grade, causing traffic congestion on this busy route. The 24-hour traffic count for this road exceeds 17,500, and the average long-term traffic growth is 5.72 percent.

The $1.5 million in funding includes $1 million, approximately, for construction $300,000 for engineering and $105,000 for right-of-way acquisition. There would be a 20 percent State match for this project. The addition of this lane would greatly improve the serious traffic congestion which is occurring on this critical route in Bucks County.

The Bucks County Planning Commission has identified both projects as being in need of immediate remedial action. Mr. Chairman, I think with my testimony that I sent over, we sent a letter from the Planning Commission. We would ask that that would be inserted in the record.

Once again I would like to thank you and the other Members of the subcommittee for the opportunity to testify about these projects which is are important to the safety and economic welfare of the citizens of the 8th district. Thank you.

[The prepared statement of the Hon. Greenwood follows:]

JAMES C. GREENWOOD
8TH DISTRICT PENNSYLVANIA

COMMITTEE ON
ENERGY AND COMMERCE

SUBCOMMITTEE ON HEALTH
AND THE ENVIRONMENT

SUBCOMMITTEE ON COMMERCE
CONSUMER PROTECTION
AND COMPETITIVENESS

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TESTIMONY OF CONGRESSMAN JAMES C. GREENWOOD
BEFORE THE SUBCOMMITTEE ON TRANSPORTATION APPROPRIATIONS
MAY 6, 1993

Mr. Chairman, I am pleased to have the opportunity to speak to the subcommittee today about the Department of Transportation and Related Agencies Appropriations bill and the transportation needs of my congressional district.

I am well aware of the severe budgetary constraints that the federal government is facing, and the competing demands for funding for improvements to our nation's infrastructure to avoid needless risks to our citizens' safety and to aid our economic competitiveness.

I am here today to ask for your support for two transportation improvements important to the residents in my congressional district in Pennsylvania. The first request is for a relatively small amount of funding that I believe would tremendously improve safety and ease congestion in a dangerous, heavily travelled intersection in Middletown Township in Bucks County. Both Trenton and Durham Roads are heavily travelled (daily volumes on both roads exceeds 15,000 vehicles). There is no left hand turning lane at the intersection. As a result, there have been a number of accidents and a great deal of traffic congestion where these two roads intersect.

I am requesting $308,000 to upgrade the signalization and to add a turn lane on Durham Road which would facilitate the channelization of traffic. (The $308,000 request includes $248,000 for construction, $50,000 for engineering, and $10,000 for right of way acquisition.) The Pennsylvania Department of Transportation (PennDOT) agrees that these changes should be made. The upgrades would enhance safety at the intersection, and the addition of the turning lane would greatly alleviate traffic congestion.

The second issue for which I ask your support concerns Route 313 in New Britain and Plumstead Townships in Bucks County. Route 313 is the primary route running north and south between Quakertown and Doylestown, the county seat. This road is used by commuters who live in the upper end of the county and travel to the county seat to work. It is also an important road for commerce, with a high percentage of truck traffic (12%).

Route 313 is a two-lane road with no turn lanes and very limited shoulders. I am asking your support for adding a truck climbing lane on a one mile section of Route 313 between Curley Hill and Stump Roads. Trucks travel much slower up this hill, which has a 7% grade, causing traffic congestion on this busy route. The 24 hour traffic count for this road exceeds 17,500, and the average long-term traffic growth is 5.72% (3% is considered high).

The $1.5 million in funding I am requesting includes $1.05 million for construction, $300,000 for engineering, and $105,000 for right of way acquisition. The addition of this lane would greatly improve the serious traffic congestion which is occurring on this critical route in Bucks County.

The Bucks County Planning Commission has identified both projects as being in need of immediate remedial action. Mr. Chairman, I would like insert into the record a letter from the Planning Commission urging support for these two transportation improvements.

Mr. Chairman, once again I would like to thank you and the other members of the subcommittee for the opportunity to testify about these projects which are important to the safety and economic welfare of the citizens of the 8th District.

BUCKS
COUNTY
Planning Commission

Robert E. Moore, Executive Director

COUNTY COMMISSIONERS:

Chairman, ANDREW L. WARREN
MARK S. SCHWEIKER
SANDRA A. MILLER

PLANNING COMMISSION:

Chairman, Daniel K. Cook
Vice Chairman, [illegible]
Secretary, [illegible]
Robert H. [illegible]
[illegible]
Caryl D. McMullin
James J. [illegible]
[illegible], Jr.
Harold W. [illegible], Sr.

April 29, 1993

The Honorable James C. Greenwood
Representative in Congress
69 East Oakland Avenue
Doylestown, PA 18901

Dear Mr. Greenwood:

As the primary transportation planning agency for Bucks County we wish to bring to your attention two transportation projects of vital concern. Both projects have been identified by municipal and/or county planning programs as deficient and in need of immediate remedial action. A brief description of the projects and their deficiencies follows.

PA Route 313 is a two lane primary arterial with deficient or nonexistent shoulder areas and extended grades. It is also the principle route connecting central and upper Bucks County as well as major destinations beyond. At the present time the roadway carries over 20,000 vehicles a day, and high truck volumes further diminish its capacity. One of the most serious capacity deficiencies of this arterial roadway is the segment between Curley Hill and Stump roads which includes a one mile long, seven percent grade. This segment carries over 17,500 vehicles per day with severe peak hour congestion due primarily to the length of the grade and truck volumes which exceed 12 percent. A truck climbing lane for west bound traffic is urgently needed to permit traffic to maintain posted speeds, maintain the roadway's design capacity and improve air quality within the corridor. The planning commission identifies this arterial as a component part of the county's Critical Corridor network. Critical Corridors are defined as those transportation corridors within Bucks County critical to the movement of people and goods.

The second project the intersection of Trenton and Durham roads in Middletown Township currently operates at very low levels of service primarily due to insufficient storage and progression of left turn movements. The daily volumes of both roads exceed 15,000 vehicles and all four approaches experience delay due to congestion. Current accident information also indicates a high percentage of angle accidents due again to conflicts in turning movements particularly left turn movements from the southbound Durham Road approach. A re-evaluation of all turning movements and signal timing should be conducted immediately as well.

If you require any additional information regarding these projects or others that are included on our transportation improvement program, please contact me at your earliest convenience.

Very truly yours,

Robert E. Moore
Executive Director

The Almshouse Neshaminy Manor Center
Doylestown, Pa. 18901 215/345-3400 FAX 215/[illegible]

Mr. CARR. Thank you very much. Mr. Wolf do you have any questions?

Mr. WOLF. No. I have no questions, Mr. Chairman.

Mr. CARR. You represent all of Bucks County?

Mr. GREENWOOD. That is right.

Mr. CARR. I have got a mother-in-law I am going to have call you up. She is your constituent. When she calls me, I am just going to say, call your Congressman, not me.

Mr. GREENWOOD. Mr. Chairman, her wish is my command.

Mr. CARR. You are going to regret saying that. Anyway, we will give it due consideration. Thank you very much for being here.

Mr. GREENWOOD. Thank you. I thank you for the other Members' indulgence.

THURSDAY, MAY 6, 1993.

INDIANAPOLIS-TO-EVANSVILLE, INDIANA, HIGHWAY

WITNESS

HON. FRANK McCLOSKEY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA

Mr. CARR. Frank McCloskey, our good friend, from Indiana. Indiana has been represented here today.

Mr. McCLOSKEY. Good.

Mr. CARR. Maybe we ought to have an Indiana Day as well as a California Day. Welcome, Frank. Your statement will be made a part of the record, and we ask you give us your best advice.

Mr. McCLOSKEY. Thank you very much, Mr. Chairman. I really appreciate your hospitality, and as you say my statement is accepted for the record, I will summarize and be exceedingly brief.

Basically what I am asking for is in regard to a project that you and Mr. Lehman have helped me very much with over the years. I hope to continue engendering such support as you have already given me, but this year, Bob, I am asking for a 17.7 million designation for engineering and design work on the so-called Indianapolis-to-Evansville Highway. This money would be programmed to be part of a $45 million engineering and design work package for the major part of the improvement to be made between Evansville and Bloomington, Indiana.

I might note that previous funding allocations, both State and Federal, would be used as to the overall $45 million or so sum. Right now, a major portion of the money that has already been appropriated could be utilized only for engineering and design work in the northernmost leg of the project the Bloomington-to-Newberry segment. We are working with the authorization committee to allow such funding to be used for engineering and design work anywhere on the entire route from Bloomington to Evansville. It is, as you know, a highway of national significance, a designated Interstate-type quality corridor, and I guess, particularly, it is a stated component of the aspirations as to the Detroit-to-Houston I-69 high-priority interstate designation which has the attention of much of the Midwest right now.

And we are very hopeful that, with work starting in this next fiscal year, we could have the engineering and design work for the entire project done in about a year and construction under way with the State support come 1996.

Thank you, Mr. Chairman.

[The prepared statement of the Hon. McCloskey follows:]

THE HONORABLE FRANK McCLOSKEY
EIGHTH DISTRICT, INDIANA

TESTIMONY BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MAY 6, 1993

MR. CHAIRMAN, I APPRECIATE THIS OPPORTUNITY TO REQUEST SUPPLEMENTAL FUNDING OF $17.7 MILLION FOR ENGINEERING AND DESIGN WORK ON AN INTERSTATE-QUALITY HIGHWAY CONNECTING INDIANAPOLIS, THE STATE CAPITAL, TO EVANSVILLE, THE THIRD LARGEST CITY IN THE STATE.

AS YOU ARE AWARE, THE EVANSVILLE-TO-INDIANAPOLIS HIGHWAY WAS PROGRAMMED IN ISTEA AS THE FIRST LEG OF A HIGH PRIORITY CORRIDOR STRETCHING FROM INDIANAPOLIS TO MEMPHIS, TENNESSEE. THE DESIGNATION OF THIS PROJECT AS A HIGH PRIORITY CORRIDOR ILLUSTRATES THE EXTREME IMPORTANCE OF THIS HIGHWAY TO THE NATION'S TRANSPORTATION INFRASTRUCTURE AND THE NATIONAL HIGHWAY SYSTEM.

THE INDIANA DEPARTMENT OF TRANSPORTATION (INDOT) IS PROGRAMMING AN ACCELERATED SCHEDULE FOR DEVELOPING

THIS HIGHWAY. INDOT PLANS TO CONDUCT ALL OF THE DESIGN AND ENGINEERING WORK FOR THE EVANSVILLE-TO-BLOOMINGTON SEGMENT IN FISCAL YEAR 1994 AT A COST OF $46.5 MILLION IF FUNDS ARE AVAILABLE.

THE AREA TRAVERSED BY THIS HIGHWAY IS ECOLOGICALLY DIVERSE AND WILL REQUIRE EXTENSIVE STUDY TO ENSURE THAT ANY POTENTIAL ENVIRONMENTAL IMPACT IS MINIMALIZED. THE GREATEST CHALLENGE TO THOSE PERFORMING THE ENGINEERING AND DESIGN WORK ARE SEGMENTS OF THIS HIGHWAY PASSING OVER KARST TOPOGRAPHY OR THROUGH WETLANDS. DUE TO THESE CONCERNS, INDOT WOULD LIKE TO CONDUCT THE ENGINEERING AND DESIGN WORK FOR THE ENTIRE ROUTE AT ONCE TO ENSURE THAT ANY POTENTIAL ENVIRONMENTAL CONCERNS ARE ADDRESSED WITHIN THE SAME STUDY. INDOT TOOK A SIMILAR APPROACH WHEN IT DECIDED TO PERFORM AN ENVIRONMENTAL IMPACT STATEMENT FOR THE ENTIRE ROUTE INSTEAD OF DIVIDING IT INTO THREE SECTIONS AS WAS PREVIOUSLY PLANNED.

IN FISCAL YEARS 1994 AND 1995, THE STATE WILL HAVE ALMOST $19.5 MILLION AVAILABLE FOR USE ON THIS PROJECT

THROUGH ISTEA. HOWEVER, THE MAJORITY OF THESE FUNDS ARE LIMITED TO THE BLOOMINGTON-TO-NEWBERRY SEGMENT OF THIS HIGHWAY WITHOUT A TECHNICAL CORRECTION TO ISTEA. WE ARE WORKING WITH CHAIRMAN RAHALL TO ENSURE THAT THE NECESSARY CHANGES TO ISTEA ARE MADE SO THAT THOSE FUNDS ARE AVAILABLE FOR ANY PORTION OF THE PROJECT. THE STATE ALSO IS PREPARED TO COMMIT THE 20 PERCENT MATCH REQUIRED FOR THE PROSPECTIVE WORK. THIS LEAVES A TOTAL OF $17.7 MILLION IN NECESSARY FEDERAL SUPPORT.

I CANNOT STRESS ENOUGH THE SIGNIFICANCE OF THIS HIGHWAY TO THE ECONOMIC FUTURE OF SOUTHERN INDIANA. IN ADDITION TO PROVIDING A MUCH-NEEDED IMPROVEMENT IN THE REGIONAL AS WELL AS NATIONAL TRANSPORTATION INFRASTRUCTURE, THIS PROJECT IS A SYMBOL OF HOPE FOR THOSE PEOPLE IN SOUTHERN INDIANA WHO ARE SEEKING TO IMPROVE THEIR ECONOMIC OPPORTUNITIES.

THIS HIGHWAY WOULD UNDOUBTEDLY ATTRACT NUMEROUS BUSINESSES AND MANUFACTURING CENTERS TO AN AREA WHICH HAS TRADITIONALLY BEEN BURDENED WITH HIGHER

UNEMPLOYMENT RATES AND SLOWER GROWTH THAN THE REST OF THE STATE. ACCORDING TO THE PURDUE UNIVERSITY COOPERATIVE EXTENSION SERVICE, 11 OUT OF 13 COUNTIES IN THE EIGHTH CONGRESSIONAL DISTRICT RANK IN THE BOTTOM HALF OF THE 92 COUNTIES IN THE STATE WITH REGARD TO MEDIAN HOUSEHOLD INCOME. THIS POINTS TO THE STRONG NEED FOR ECONOMIC DEVELOPMENT IN THE AREA TO PROVIDE JOBS, PROMOTE INCOMES, AND RAISE STANDARDS OF LIVING.

I APPRECIATE YOUR CONSIDERATION OF MY REQUEST AND AM PREPARED TO ANSWER ANY QUESTIONS THE SUBCOMMITTEE PANEL MAY HAVE.

Mr. CARR. Thank you very much, Frank. I think the importance of this corridor is in some relation to the last point of your testimony here. This committee could get quite inundated with paving cul-de-sacs and a whole host of other things, and we just don't have the money for it. But we do know that there is probably—we don't know what is going to happen to NAFTA, among other things, but one of the thoughts is the need to designate a corridor that would be one of basically two land bridges from Canada to Mexico, the West Coast one being down the West Coast through Washington, Oregon, and California, and another one that starts in Port Huron, actually, 69 doesn't go to Detroit; it goes to Port Huron and starts in Dave Bonior's district and comes through mine and down on into Indianapolis.

Are your State highway officials—I mean, I have to say I haven't personally heard from them on this.

Mr. MCCLOSKEY. I would hope to correct that very soon. Mr. Papoule, I met with him a couple of weeks ago on this; and he has indicated an interest in coming out and, hopefully, speaking with the committee formally or informally, and also meeting with National Highway Transportation officials so that could be worked on immediately.

Mr. CARR. We are going to take a real hard look at this. I will. I don't speak for the other Members of my committee, but I think what makes doing something here—makes sense to the Nation as opposed to some deserving small town in your district, with all due respect—is this notion that we don't have a corridor or a land bridge, if you will, from the industrial sections of Canada to Mexico. And I know that Senator Johnston.

Mr. MCCLOSKEY. Right, Senator Johnston is very enthused on this.

Mr. CARR. Our colleagues from Tennessee and Kentucky are also interested.

Mr. MCCLOSKEY. Absolutely.

Mr. CARR. I think at some point—I don't know if it is going to happen before the markup—I think we all ought to get together and get the technical experts in here, so we know exactly what we are doing. I don't like to do things that are bits and pieces without knowing where the end game is on the total picture.

Mr. MCCLOSKEY. Kentucky is also very interested. I must say, I am part of the national movement, Bob, but obviously my biggest concern is southwestern Indiana, as you may recall. You have your maps there and you have been glancing at those maps; you can see there is no north-south Interstate-type connector in the entire southwestern quadrant of the State. Every other area has one, and it is really hurting us on economic development not only in small towns, but in the entire district; and one community after another-again from Evansville to Indianapolis-so I do appreciate your positive interest.

Mr. CARR. What is the total estimated cost for Indianapolis-to-Evansville?

Mr. MCCLOSKEY. Well, I guess some years ago we were in the area, quite frankly, of, total cost, three-quarters of a billion dollars, something like $750 million. What the most updated estimate may be, we can talk about that at this work session you are talking about.

Mr. CARR. Do you know if Indiana has taken a position on the question of whether you come down—you make a new route down the west side of Evansville or whether you take the existing east-west route across the river in and out of Kentucky?

Mr. MCCLOSKEY. There has been no formal designation on that, Mr. Chairman. I would say, ultimately, I think most of us see a Memphis area connection coming there, so we think we would veer somewhat to the west. A little bit after hitting Evansville we would come down to the present—hit Evansville on the present I–164 corridor.

Mr. CARR. Your State is probably—I asked Congressman Sharp the same thing when he was here today. We would like to know, I think, as early as possible what your State's submission is going to be to the Secretary of Transportation on the National Highway System.

Mr. MCCLOSKEY. Okay.

Mr. CARR. So we know what their plans are and how any funding—a couple of years ago we could lay out some money for some projects because the NHS was significantly down the road, but we are getting close to the NHS now.

Mr. MCCLOSKEY. Absolutely.

Mr. CARR. And quite frankly I am not real anxious to fund projects that are not on the NHS at this point. And if you can help us anticipate, I am fairly confident what you are talking about is going on the NHS.

Mr. MCCLOSKEY. Every understanding I have is, that is the case.

Mr. CARR. But I think we need to get a confirmation of that, if you will.

Mr. MCCLOSKEY. I will ask Mr. Papoule to be out here shortly.

Mr. CARR. Mr. Wolf.

Mr. WOLF. Welcome, Frank. Is there any thought of making this into a toll road?

Mr. MCCLOSKEY. The concept has come up, Frank; there have been one or two studies, but we are not talking about it as a toll road right now.

Mr. WOLF. Under ISTEA there is the opportunity of Federal funding for a toll road and that places it higher on the list.

Mr. MCCLOSKEY. It hasn't been ruled out, but it is nothing that anybody has been pushing.

Mr. WOLF. Let me say for the record, too, I appreciate your leadership and your speaking out on the issue of Bosnia and Herzegovina and what has been taking place over there.

Mr. MCCLOSKEY. Thank you. I know of your interest and the many times you have been over there also, you and Chris, so I appreciate what you have done.

Mr. WOLF. Thank you.

Mr. CARR. Thanks, Frank.

Mr. MCCLOSKEY. Thank you, Bob, Mr. Chairman.

THURSDAY, MAY 6, 1993.

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD

WITNESSES

HON. LYNN SCHENK, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
TOM LARWIN, GENERAL MANAGER, MTDB

Mr. CARR. Our next witness is our friend from California, a new Member, Lynn Schenk.

Nice to have you with us.

Ms. SCHENK. Thank you, Mr. Chairman. I hope you have some close relatives in San Diego.

Mr. CARR. Unfortunately, I do. Your statement will be made part of the record. I will ask you to summarize; we have been here since 9 o'clock this morning.

Ms. SCHENK. Thank you. I will be brief if there is a direct relationship here between success and brevity. I am pleased to make what I hope will be the first of many appearances here.

I have with me today Mr. Tom Larwin, who is the General Manager of the San Diego Metropolitan Transit Development Board; and he will be able to make a statement and answer any questions that you might have, but I am testifying today in support of the San Diego Metropolitan Transit Development Board's appropriation request of $20 million for the extension of San Diego's light rail, we call it the Mid-Coast Corridor Project, and also for $10 million for improvements along the Los Angeles-San Diego rail corridor.

As I have indicated in my written testimony, I believe these requests to be justified on the basis of both current and expected ridership and the environmental impact. It is worth noting, Mr. Chairman that these funds have been authorized by ISTEA for fiscal year 1994. 2.6 million residents live in metropolitan San Diego and that number is expected to reach 3.4 million by the year 2005. Much of our recent population growth has occurred in coastal communities which are not currently served by San Diego's light rail system. It is estimated that extension of light rail to these communities will attract an additional 15,000 daily passengers to the system by the year 2005, passengers who would otherwise be on our freeways and our roads.

Approval of this $20 million request will help MTDB begin preliminary engineering and right-of-way acquisitions for the project.

On the subject, very briefly, of the Los Angeles-San Diego rail corridor, it is absolutely crucial that we have Federal assistance for grade separations as we move towards increased speed rail travel. The Los Angeles-San Diego corridor has seen 30 serious pedestrian injuries since January of last year, and we have had five fatalities since October. Grade separations will improve overall safety on the corridor while allowing for increased operating speeds in this, the second busiest corridor in the country.

With your permission, Mr. Chairman, I will conclude and I would also like to insert into the record the testimony of former

State Senator Jim Mills, who is currently the Chairman of the Metropolitan Transit Development Board. He is quite an expert on the subject, having served as the Chair of the Senate Transportation Committee when he was in our Senate; and I will provide additional written materials as well.

And with your permission, I would like to introduce Tom Larwin of San Diego.

[The prepared statements of the Hon. Schenk and Mr. Mills follow:]

LYNN SCHENK
49TH DISTRICT
CALIFORNIA

COMMITTEE ON ENERGY AND COMMERCE
TELECOMMUNICATIONS AND FINANCE
TRANSPORTATION AND HAZARDOUS MATERIALS

COMMITTEE ON MERCHANT MARINE AND FISHERIES
MERCHANT MARINE
COAST GUARD AND NAVIGATION
OCEANOGRAPHY, THE GULF OF MEXICO AND THE OUTER CONTINENTAL SHELF

Congress of the United States
House of Representatives
Washington, D.C. 20515

Testimony of the Honorable Lynn Schenk
Before the Appropriations Transportation Subcommittee
May 6, 1993

Thank you, Mr. Chairman. I appear before your Subcommittee today to request the Subcommittee's assistance in appropriating funds for the San Diego Metropolitan Transit Development Board (MTDB). MTDB is the regional planning organization charged with coordinating transit development in San Diego county.

Specifically, MTDB is requesting two separate appropriations in the FY94 transportation appropriations. First, MTDB is requesting an appropriation of $20 million for the completion of a federally-funded alternative analysis and environmental impact statement, as well as authorized right-of-way acquisition on the Mid-Coast Corridor Project.

Second, MTDB is requesting $10 million in FY94 for grade separations along the Los Angeles-San Diego (LOSSAN) rail corridor. This project will separate highway and rail traffic at intersections in Los Angeles, Orange and San Diego counties.

The $20 million request for the Mid-Coast Corridor Project has been authorized by ISTEA for FY94. Of the $10 million request for improvements to the LOSSAN corridor, $5 million was authorized by ISTEA for FY94, and another $5 million was authorized by ISTEA for FY93, but was not appropriated.

Mid-Coast Corridor Project

2.6 million Americans reside in the San Diego metropolitan area--by the year 2010, this number is expected to reach 3.4 million. This population, which increasingly lives in the communities which surround metro San Diego, is underserved by its light rail transit system (LRT).

The $20 million request for MTDB, which has been authorized by ISTEA, will go toward the completion of preliminary engineering work and the first acquisition of right-of-way at station sites along the Mid-Coast Corridor Project (MCCP). This project is designed to serve the North Coastal population, which has seen much of San Diego's recent population growth.

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MCCP will extend 11.1 miles, from Old Town Historical Park to North University City. The project is expected to attract 9,600 daily passengers and an additional 15,000 passengers systemwide by the year 2005. Extension of LRT services to these North Coastal communities will reduce roadway congestion and positively impact air quality throughout the San Diego metropolitan region. Additionally, integration with the LRT-bus system will provide increased mobility for disabled individuals.

San Diego's LRT system has been recognized as a cost efficient system by the Federal Transit Administration (FTA). 15.7 million passengers rode LRT in FY92. Additionally, the farebox recovery rates on the LRT system are among the highest of any transit system, reaching 95% in FY89. San Diego ranks highly on several performance indicators, including a $4.13 operating cost/revenue mile and a 99% on-time performance rate.

The FTA has given its approval to the MCCP Alternatives Analysis/ Draft Environmental Impact Statement Study. It is my understanding that the Study will be completed this year, with selection of a Locally Preferred Alternative in September of this year. With this appropriation of $20 million, preliminary engineering can begin in early FY94.

Because of the projected ridership of an MCCP line and the demonstrated efficiency of San Diego's LRT system, I respectfully urge the Subcommittee to approve MTDB's request of $20 million, as authorized by ISTEA, for FY94.

LOSSAN Corridor

The LOSSAN corridor has a pressing need for the elimination of at-grade road crossings and the hazards that arise from the intersection of a public road with a high-speed railroad. While the LOSSAN corridor has not had a passenger fatality for several decades, the importance of rail safety is paramount. The elimination of grade crossings will also facilitate higher-speed rail transportation----the "California Corridor" is one of five high-speed rail corridors designated by ISTEA.

The LOSSAN corridor is the second busiest intercity corridor in the nation, with monthly ridership reaching 117,000 in October of 1992. Twenty million Southern Californians live along this corridor, and the increase in ridership is indicative of the public's growing acceptance of rail transportation as an alternative to the automobile.

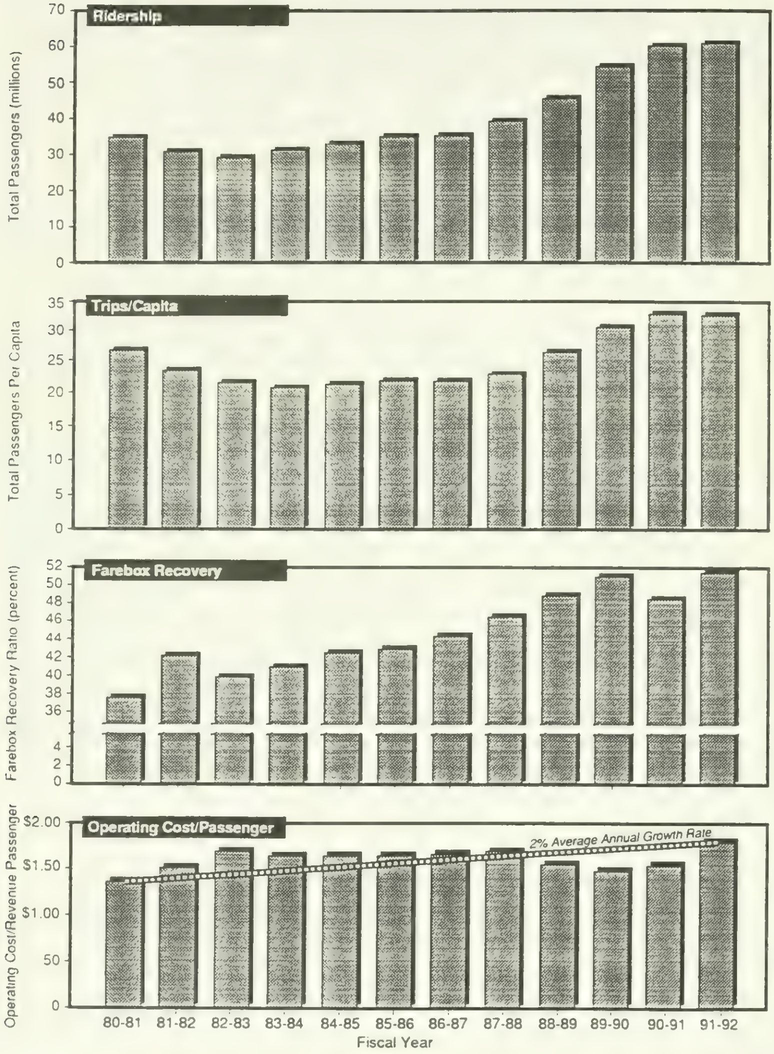
Additionally, the LOSSAN corridor is AMTRAK's most profitable route, consistently recovering nearly 100% of its daily operating expenses.

As you know, Mr. Chairman, grade separations are the single most costly improvements that local transportation agencies face. For example, separations in the Santa Fe Drive project in Solana Beach, California are expected to cost approximately $20 million, of which $6.67 is funded through ISTEA.

Local agencies continue to direct funds into this corridor, but the need for additional improvements far outweighs local resources. An appropriation of $10 million, as authorized by ISTEA, will help local agencies make these important improvements.

Regional Transit Performance Trends

(MTS Trolley and Bus Operators)



NORTH COUNTY TRANSIT DISTRICT
NORTH SAN DIEGO COUNTY TRANSIT DEVELOPMENT BOARD

Statement of Chairman James Mills

Los Angeles-San Diego Rail Corridor Agency

Before the

Committee on Appropriations

Subcommittee on Transportation and Related Agencies

U.S. House of Representatives

May 6, 1993

311 South Tremont Street • Oceanside, California 92054 • Phone (619) 967-2823

Statement of Chairman James Mills

Los Angeles-San Diego Rail Corridor Agency

May 6, 1993

Mr. Chairman and members of the Subcommittee, I am James Mills, Chairman of the Los Angeles-San Diego (LOSSAN) Rail Corridor Agency, a joint powers agency comprised of the State of California and Southern California transportation agencies committed to improving the rail passenger service between San Diego and Los Angeles.

I appreciate the opportunity to request your support for $10 million in the FY 1994 Department of Transportation and Related Agencies Appropriations bill for grade separation projects along the LOSSAN rail corridor. The most pressing safety issue along the corridor is the elimination of at-grade road crossings and the hazards that arise from the intersection of a public road with a high speed railroad. The corridor has not had a passenger fatality for several decades, however, fatalities related to automobile and pedestrian trespassing occur much too frequently.

Congress recognized the need to improve community safety along the LOSSAN corridor when it authorized $20 million for new and improved grade separations in the Intermodal Surface Transportation Efficiency Act (ISTEA). The ISTEA authorization is divided into three-year segments, $10 million in FY 92, $5 million in FY 93, and $5 million in FY 94. Work has begun on several projects utilizing the $10 million appropriation from FY 92. However, no funds were appropriated for the project in FY 93.

This year the LOSSAN Corridor Agency is requesting the appropriation of the remaining $10 million in the ISTEA authorization which is needed to complete the federal portion of funding for grade separations in San Diego, Orange and Los Angeles counties. These separations will enhance the safety of the rail corridor by reducing the potential for automobile/rail and pedestrian/rail accidents. The grade separations are also required for higher speeds and improved service efficiency in the corridor.

The State of California and Southern California communities are committed to creating the highest level of safety along the LOSSAN corridor. This commitment is illustrated by the high percentage of local and state funding for the grade separation projects. The breakdown of local, state, and federal funds for the projects is illustrated in the chart below.

(ALL FIGURES ARE IN $000'S)

PROJECT	LOCAL *	(%)	STATE	(%)	FEDERAL	(%)	TOTAL
SAN DIEGO COUNTY							
LOMAS SANTA FE	3,208	(15)	10,493	(52)	6,667	(33)	20,000
Total	3,208	(15)	10,493	(52)	6,667	(33)	20,000
ORANGE COUNTY							
CULVER	16,690	(87)	2,500	(13)	0	(0)	19,190
JEFFERY	18,500	(93)	2,500	(7)	0	(0)	21,000
HIGHLAND	1,460	(20)	0	(0)	7,040	(80)	8,500
DALE AVE	2,485	(33)	5,000	(67)	0	(0)	7,485
Total	39,135	(70)	10,000	(18)	7,040	(12)	56,175
LOS ANGELES COUNTY							
TELEGRAPH AVE	1,346	(20)	0	(0)	5,382	(80)	6,728
Total	1,346	(20)	0	(0)	5,382	(80)	6,728
TOTAL	**43,689**	**(52)**	**20,493**	**(25)**	**19,098**	**(23)**	**83,280**

* Local share includes private railway funds, if any

As you can see, 77% of the funds needed to complete the grade separation projects in the three counties are derived from state and local sources. Grade separation work in San Diego is financed through the State's Proposition 116 bonds and San Diego City's local sales tax. Work in Irvine is financed through the issue of city bonds authorized by the Irvine City Council last year. Los Angeles is financing its grade separation work through the local transportation sales tax.

The LOSSAN corridor has proven to be a highly effective and efficient rail system. In fact, the LOSSAN corridor is the second busiest intercity corridor in the nation, with ridership increasing from less that 34,000 a month to over 117,000 in October of 1992. This figure does not include the over 15,000 riders on Orange County Commuter Rail. Almost six million people reside within five miles of a station. Using state and local funds, the local cities and transportation within five miles of a station. Using state and local funds, the local cities and transportation agencies are actively working to increase the number of stations and improve mobility for the 20 million Southern California residents that live along the LOSSAN corridor. The fact that ridership continues to increase in automobile dominated Southern California shows the growing awareness of the value of rail transportation.

LOSSAN is Amtrak's most profitable route, consistently recovering nearly 100% of the daily operating expenses. Before the recent economic downturn, the route enjoyed several years of complete short term cost recovery. Amtrak's commitment to the corridor can be judged by the fact that the recently added ninth daily frequency is funded as part of the basic system. The route's profitability is enhanced by the recent purchase of the tracks by the local agencies. Public ownership of the line allows funds which were previously paid to the private railroad to support enhancements in both service quality and revenue recovery.

Quality service and safety are a priority for the Southern California transportation agencies involved with the operation of the LOSSAN rail corridor. However, grade separation projects are the single most costly improvements that the local agencies face. Federal funds are a critical part of grade separation work along the LOSSAN corridor, and I hope you will be able to provide the authorized $10 million in the FY 94 Department of Transportation and Related Agencies Appropriations bill.

Thank you for your attention. I would be pleased to answer any questions the Subcommittee may have.

Mr. Larwin. Thank you. I, too, will summarize my comments and we have provided written testimony that you should have.

MTDB is the developer of all capital transit facilities in the San Diego area, plus we are the coordinator of all transit services; and I have been the General Manager since 1979.

A little background to our request: Our first light-rail line opened up in 1981. We have incrementally expanded that system and now have 35 miles of light-rail service and two routes. We believe we have a proven management record over that history. We have come in under budget and on time in every one of those projects. And we believe we have been a model not only for other systems in the United States but around the world.

Important, however, is the fact that light rail is part of a system, a system that we call the Metropolitan Transit System, and that our board coordinates and I think as important as our development record, we had a proven record of managing and improving an integrated bus-rail system. We are proud of the LRT record in San Diego. We feel that the light-rail system has made the overall system work better. We have done this not only through the addition of light-rail transit but also through a coordinated and integrated planning and fare policy that the board has developed.

Since light rail has been initiated in 1981, the MTS ridership has grown 80 percent, two-thirds attributable to the light-rail system. It has been efficient growth as well. Figure 3 in what we provided in our written testimony shows that the light-rail systems farebox recovery rate has hovered 80 percent over its history.

We have distributed another figure that has four graphs associated with it, and I would like to call your attention to the third chart, the third graph on this, the farebox recovery that is related to the MTS system as a whole, bus and rail; and if you go back even before the first years of that chart, which are fiscal year 1981, the farebox recovery for the system was 30 percent in 1977. The farebox recovery is now over 50 percent; we expect it to be about, approximately 53 percent at the conclusion of this fiscal year.

So light rail has really helped bring up that average and make the system even more efficient than it was before light rail.

The subject of our request is the Mid-Coast Corridor, as Congresswoman Schenk has indicated. It is an 11-mile north-south corridor that extends generally parallel to Interstate 5, coming out of downtown San Diego. This would be an extension to a project that we are currently developing to what we call the Old Town area at the junction of I–5 and I–8 and would be a northward extension from there. The topography in that area constrains any future transportation relief other than light-rail transit or other transit improvements, and so that is really the basis of our request.

This corridor would be part of an expansion plan of light-rail service, two-thirds of the cost of which would be coming from non-Federal resources. It would connect with the existing system that is now being expanded to Old Town and would also have a line going east from Old Town; so this would be connecting into two future corridors.

We are going to be ready to enter preliminary engineering in early fiscal year 1994, and so the request we have is for getting on with preliminary engineering and for advanced right-of-way acquisition.

We are also prepared to amend our testimony and respond to the investment criteria which I picked up a copy of this afternoon. So with that, Mr. Chairman and Members of committee, I thank you for your attention and thank you for your past support.

[The prepared statement of MTDB follows:]

Statement of the
San Diego Metropolitan Transit Development Board

FY 94 Transportation Appropriations Hearings
Subcommittee on Transportation and Related Agencies
Committee on Appropriations
U.S. House of Representatives

May 6, 1993

The San Diego Metropolitan Transit Development Board (MTDB) was created in 1976 to plan and construct transit guideway facilities in the southern portion of San Diego County. Since that time, MTDB has incrementally built 35 miles of light rail transit (LRT) lines (see Figure 1). The first segment, the South Line, was opened in 1981 and extends 16 miles from Centre City San Diego to the Mexican border and was built using exclusively state and local funds. The next segment, the East Line, extends 19 miles from Centre City to the City of El Cajon and was built with state and local funds in conjunction with a modest amount of federal Section 3 funds ($20 million). MTDB's practical approach to the planning, design, construction, and operation of light rail has resulted in each of these projects being completed ahead of schedule and under budget. In addition, the incremental approach has permitted MTDB to upgrade and improve its design criteria and, eventually, its LRT facilities based upon lessons learned through operating experience.

Ridership figures for the LRT system indicate gradual and significant growth, from 3.7 million passengers in FY 82 to 15.7 million in FY 92. And, not only has LRT ridership grown, but it has also had a productive impact on ridership for the transit system as a whole (see Figure 2). The farebox recovery rates on the LRT system are among the highest of any transit system, ranging from a low of 71 percent in FY 83, the second year of operation, to a high of 95 percent in FY 89 (see Figure 3). San Diego also ranks highly on such performance indicators as operating cost per revenue mile ($4.13 in 1992 dollars), on-time performance (over 99 percent), and energy efficiency.

MTDB's light rail implementation and expansion program has garnered widespread public support with citizens, public officials, and the business community firmly in support of the LRT program. Testament to this support is the passage of a one-half cent local sales tax measure in 1987, one-third of which goes toward transit projects.

Work is currently underway to develop five new segments of the LRT system (Santee, Old Town, Mission Valley West, Mission Valley East and Mid-Coast), with three of these planned to be built entirely with nonfederal funds (see Figure 4). The projected cost to construct the five new LRT segments and related facilities is $1.2 billion. MTDB is proposing a 33 percent ($400 million) federal contribution toward the construction of the expanded system, with the remaining 67 percent ($815 million) coming from local sources (see Figure 5). The federal funds would be applied toward the Mission Valley East and Mid-Coast segments only. In return, MTDB would not seek any federal funds for the Santee, Old Town, and Mission Valley West segments or the Rail Yard Expansion.

MTDB has this ambitious LRT system expansion program underway in order to provide a more balanced transportation solution to the San Diego region's increasingly critical transportation problems. These problems are a manifestation of San Diego's rapid population and economic growth. Between 1960 and 1985, the region's population more than doubled. In 1992, the San Diego region was home to 2.6 million people. By 2010, it is forecast that the population will increase to 3.4 million. Much of this population and economic growth, and resulting congestion, will occur in the north coastal corridor. The primary north-south freeway in this corridor, Interstate 5, currently experiences moderate congestion (speeds ranging from 25 to 35 miles per hour) on nearly 50 percent of its lane-miles. Projections for 2010 show 100 percent of its lane-miles being moderately congested.

The subject of this year's appropriation request, the Mid-Coast Project, will serve this north coastal corridor, extending up to 11.1 miles from the Old Town Historical Park (terminus of the Old Town LRT Project) to North University City (see Figure 6). This project is expected to attract 9,600 daily passengers in the corridor and an additional 15,000 passengers systemwide by 2005. The project will serve a number of major traffic generators along the alignment including Mission Bay, Pacific Beach, Clairemont, University City, University of California at San Diego, and North University City. The Mid-Coast Project is expected to reduce transit trip times and roadway congestion, provide for increased economic growth and development in the corridor, including potential joint development at or near transit centers and LRT stations. It is also expected to positively impact air quality in the region, consistent with the Clean Air Act, and provide for increased mobility for disabled persons, as called for under the Americans with Disabilities Act, by providing an integrated LRT-bus system. It is also important to note that the Mid-Coast Project compares favorably with other new rail projects on the Federal Transit Administration's cost-effectiveness index, with the cost per new rider being as low as $11.

In late 1989, the Federal Transit Administration gave its approval to the Mid-Coast Corridor Alternatives Analysis/Draft Environmental Impact Statement Study. The Study will be completed this fiscal year with the selection of the Locally Preferred Alternative in September 1993. This will pave the way for preliminary engineering to begin in early FY 94. For FY 94, the total authorized amount of $20 million is being requested in order to allow MTDB to fully fund the preliminary engineering work and begin acquisition of right-of-way at station sites. These funds will allow the Mid-Coast Project to be implemented as soon as possible and minimize cost increases related to escalation.

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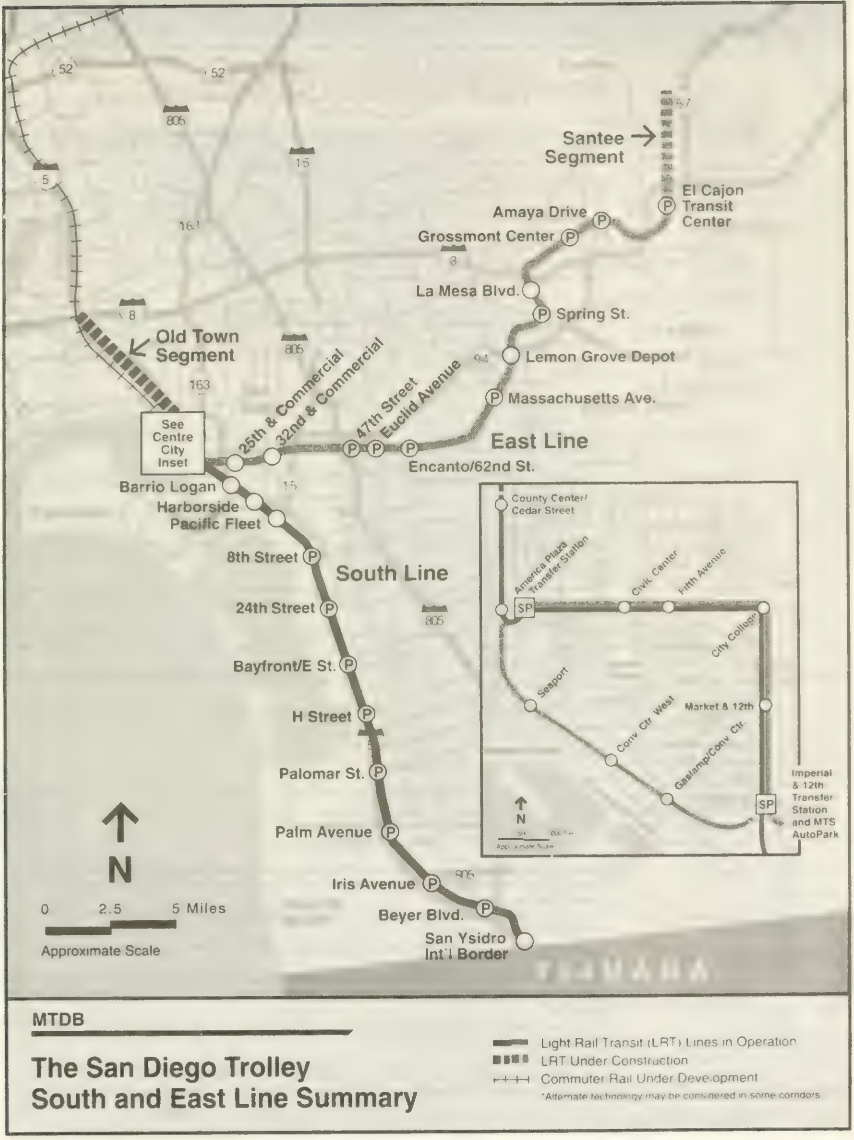
5/3/93

Figures:
1. South and East Line Summary
2. MTDB Ridership FY 81-92
3. Annual Farebox Recovery Rate FY 82-92
4. Regional Rail Transit Plan
5. San Diego Metropolitan Transportation Improvements Program
6. North Line/Mid-Coast LRT Alignment

FIGURE 1


52
52
805
15
5
163
8
805
163
15
805
905
94
67
Santee Segment
El Cajon Transit Center
Amaya Drive
Grossmont Center
La Mesa Blvd.
Spring St.
Lemon Grove Depot
Massachusetts Ave.
East Line
Encanto/62nd St.
Euclid Avenue
47th Street
32nd & Commercial
25th & Commercial
Old Town Segment
See Centre City Inset
Barrio Logan
Harborside
Pacific Fleet
8th Street
South Line
24th Street
Bayfront/E St.
H Street
Palomar St.
Palm Avenue
Iris Avenue
Beyer Blvd.
San Ysidro Int'l Border
TIJUANA
N
0
2.5
5 Miles
Approximate Scale
County Center/ Cedar Street
America Plaza Transfer Station
SP
Civic Center
Fifth Avenue
City College
Seaport
Market & 12th
Conv Ctr West
Gaslamp/Conv Ctr.
SP
Imperial & 12th Transfer Station and MTS AutoPark
N
Approximate Scale
MTDB
The San Diego Trolley
South and East Line Summary
Light Rail Transit (LRT) Lines in Operation
LRT Under Construction
Commuter Rail Under Development
*Alternate technology may be considered in some corridors

MTDB
Metropolitan Transit Development Board

THE SAN DIEGO TROLLEY
SOUTH LINE AND EAST LINE SUMMARY

ROUTE CHARACTERISTICS

Limits-South Line	South from America Plaza Transfer Station in Centre City, via C Street, 12th Avenue and San Diego & Arizona Eastern (SD&AE) Railway to San Ysidro at the International Border with Mexico; north from America Plaza to Santa Fe Depot and County Center/Little Italy station. Total route length 16.5 miles (26.4 km). 3.1 mile (4.9 km) extension to Taylor Street at Old Town is under construction and scheduled to open in 1995
East Line	From Imperial & 12th Transfer Station's Bayside Platform to America Plaza Transfer Station (1.5 miles) then through Centre City (1.7 miles on C St. and 12th Ave.) to Imperial & 12th Transfer Station, turning east on Commercial Avenue along existing SD&AE Railway through Southeast San Diego to Main & Marshall in El Cajon; total route length — 18.8 miles (30 km). 3.6 mile (5.7 km) extension to Santee under construction, with opening scheduled for 1994.
Metropolitan Transit System	Total Trolley System is 35.3 miles (56 km) with both South and East Lines serving as major routes in an areawide transit system, time-coordinated with buses at major transit points.

ACCESS

Stations-South Line	20: 8 in Centre City; 2,100 parking spaces distributed among 8 of the 12 suburban stations.
East Line	21: 3 on Bayside, 6 Centre City shared with South Line; 1900 spaces distributed at 8 of the 12 suburban stations, right-of-way portion of the route.
Disabled	All trains equipped with wheelchair lifts. Tactile mats at each station guide blind or visually impaired riders to Trolley door.

STATION FACILITIES

	Standard station at each stop is equipped with shelter and fare vendomat; (bicycle rack, and/or locker at some suburban stations).
Fare Collection System	Self-service vendomats accept U.S. coins and $1 bills. Fare inspection by roving inspectors; fare evasion rate approximately 1%.
Bus	Bus connections at most stations.
Commuter Rail	Connections to commuter rail service (scheduled to open in 1994) will be available at Santa Fe Depot and future Old Town Stations.
Fares	Fares vary with distance traveled; reduced fares for seniors, disabled and youth riders.

OPERATING PLAN

Frequency	South Line: 7 days a week, 5:00 a.m. to 1:00 a.m.; 15-minute base service from 5:00 a.m. to 10:02 p.m.; 30-minute service thereafter. 10 minute service during weekday morning and afternoon rush hours; all night service on Saturday. East Line: 7 days a week, 5:00 a.m. to 1:00 a.m.; 15-minute service from 5:00 a.m. to 8:15 p.m. weekdays and 10:00 a.m. to 7:00 p.m. weekends. 30-minute service on early weekend mornings until 10:00 a.m. and then after 8:00 p.m.
Freight Service	Freight moved by San Diego & Imperial Valley (SD&IV) Railroad Company at night after Trolley service is ended
Trolley Vehicles	Electrically-propelled articulated vehicles, wheelchair accessible; in trains of up to 4 cars; fleet of 71 Siemens/Duewag cars. (75 on order; delivery to begin April 1993.)
Average Speed	Centre City .... 9 mph (14.5 km/hr) Railway 30 mph (48 km/hr) Maximum speed 50 mph (80 km/hr)

TROLLEY OPERATIONS

Operation	Operation by San Diego Trolley, Inc., wholly owned subsidiary of MTDB.
Patronage	FY 92 average daily ridership; 47,000
Farebox Recovery	FY 92 74.2%
Schedule Performance	99% on time

FINANCIAL AND CONSTRUCTION PROGRAMS

South Line Costs	Phase I and II (includes 108 mile railway right-of-way and 24 vehicles)	$116.6 million
East Line/Euclid Costs	4.5 miles of new construction (includes 6 vehicles)	$33.6 million
East Line/El Cajon Costs	11.1 miles of new construction (includes 15 vehicles)	$108 million
East Line/Bayside to Cedar St.	2 miles of new construction (includes 5 vehicles)	$48 million
Funding	State gas tax set aside for guideway (rail transit) development; Transportation Development Act (TDA) monies (resulting from ¼ percent sales tax proceeds); State Transit Assistance (STA) funds; private sector sales and leaseback arrangements.	
Development	South Line: Engineering initiated Jan. 1979; Revenue service opens (Phase I) July 1981; Double Tracking completion (Phase II) February 1983 East Line/Euclid: Engineering initiated October 1982; Construction initiated June 1984; Revenue service began March 1986 East Line/El Cajon: Engineering initiated October 1982; Construction initiated January 1987; Revenue service began to La Mesa Spring St. Station May 1989; Revenue service began to El Cajon Main & Marshall Station June 1989 East Line/Bayside: Engineering initiated 1987; Construction initiated 1989; Revenue service began June 1990; final phase to Cedar opened July 1992.	

September 1992

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Subsidiary Corporations San Diego Transit Corporation, San Diego Trolley, Inc., and San Diego & Arizona Eastern Railway Company

FIGURE 2

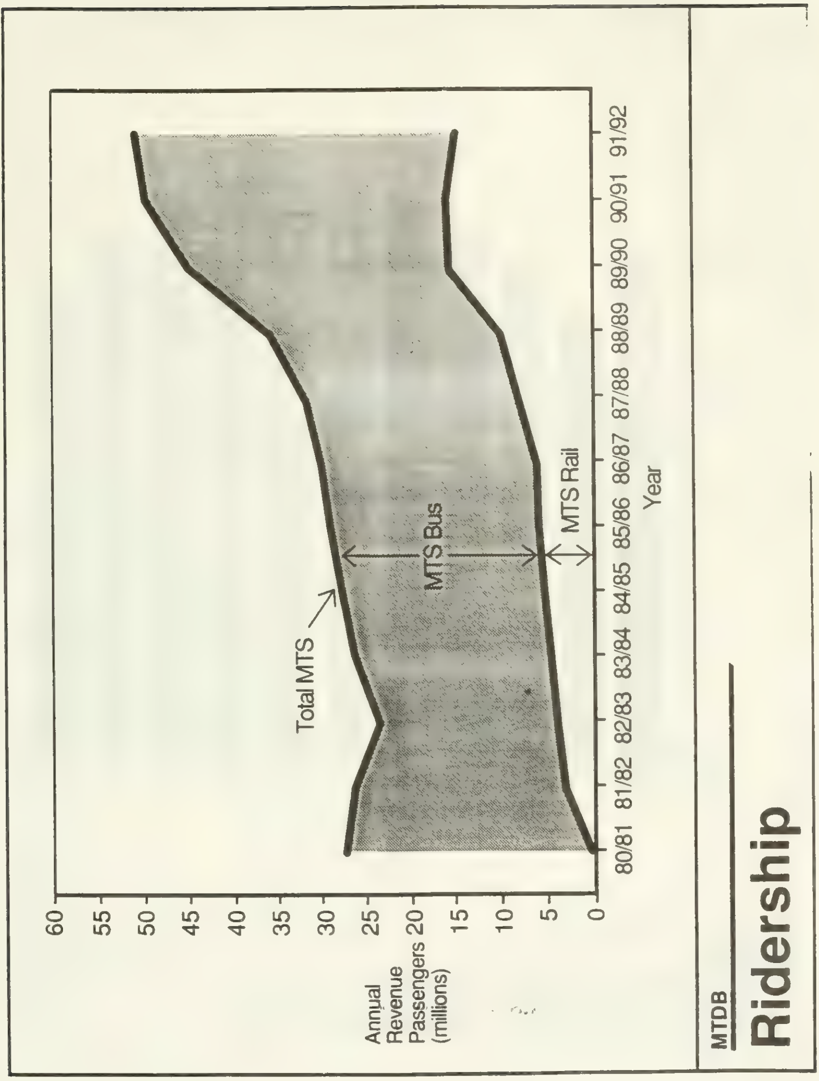
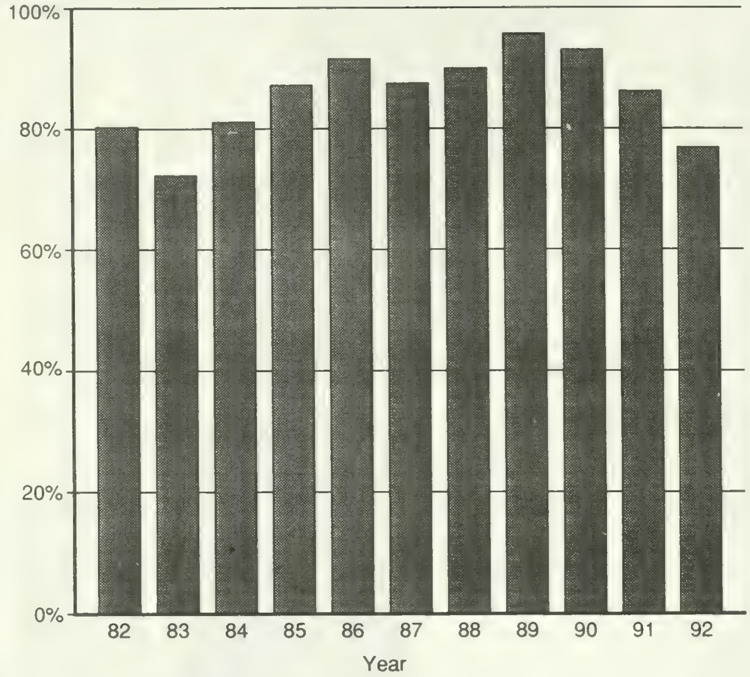

MTDB
Ridership
Annual Revenue Passengers (millions)
60
55
50
45
40
35
30
25
20
15
10
5
0
Total MTS
MTS Bus
MTS Rail
80/81
81/82
82/83
83/84
84/85
85/86
86/87
87/88
88/89
89/90
90/91
91/92
Year

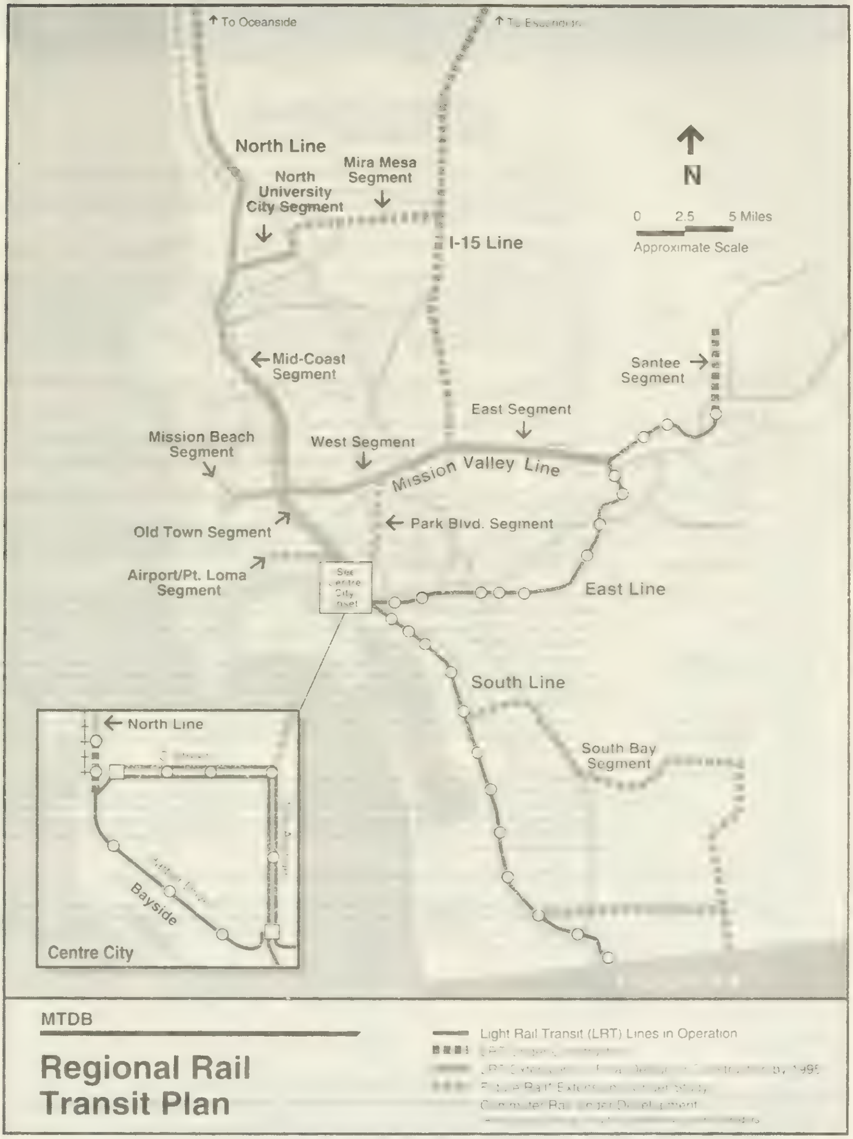
FIGURE 3



MTDB

Annual Farebox Recovery Rate

FIGURE 4


To Oceanside
To Escondido
North Line
Mira Mesa Segment
North University City Segment
I-15 Line
N
0
2.5
5 Miles
Approximate Scale
Mid-Coast Segment
Santee Segment
East Segment
Mission Beach Segment
West Segment
Mission Valley Line
Old Town Segment
Park Blvd. Segment
Airport/Pt. Loma Segment
See Centre City Inset
East Line
South Line
South Bay Segment
North Line
Bayside
Centre City
MTDB
Regional Rail Transit Plan
Light Rail Transit (LRT) Lines in Operation
Commuter Rail Under Development

MTDB
Metropolitan Transit Development Board

SAN DIEGO REGIONAL RAIL TRANSIT PLAN

SOUTH LINE	15.9 miles (25.6 km) with 18 stations from Centre City San Diego to the International Border with Mexico.
Status	Operations began in July 1981. Fifteen-minute service most of the day (7 1/2-minute service during morning and afternoon rush hours). Total construction cost, including right-of-way, second phase improvements, and 24 light rail vehicles (LRVs): $116.6 million.
EAST LINE	22.4 miles (35.8 km) with 24 stations from Centre City to City of Santee. 1.7 miles and six stations shared with South Line in Centre City.
Status	Revenue service initiated in March 1986 on first $33.6 million, 4.5 (7.2 km) segment to Euclid Avenue (including 4 stations and 6 LRVs). Revenue service on second $108 million, 11.3 mile (18.1 km) segment to El Cajon Transit Center at Main & Marshall began on June 25, 1989 (including 8 stations and 15 LRVs). Revenue service on $48 million, 1.5 mile (2.4 km) Bayside segment from America Plaza Transfer Station to Imperial & 12th Transfer Station, with 3 stations serving Seaport Village, new Convention Center and the redeveloping southern area of downtown began on June 30, 1990. Project, including 5 LRVs funded by City of San Diego and the Unified Port District.
Santee Segment	3.6 miles (5.7 km) with three stations north from the El Cajon Transit Center at Main Street and Marshall Avenue to the Town Center in Santee. The $114.4 million project is scheduled to open in 1994.
NORTH LINE	18 miles (28.8 km) from Centre City to Carmel Valley Road.
Status	First segment under construction, remaining segments are in various stages of planning, design and engineering.
County Administration Segment	0.4 mile (0.6 km) segment from Santa Fe Depot to Cedar Street under construction and expected to open in mid-1992.
Old Town Segment	3.1 miles (4.9 km) from Cedar Street to Taylor Street in Old Town. $89 million project is in the final engineering stage, with groundbreaking scheduled for 1992.
Mid-Coast Segment	14.5 miles (23.2 km) from Old Town to Carmel Valley Road. Alignment is generally parallel to I-5 and includes a possible spur line in North University City. Preliminary alignment designated south of Gilman Drive and north of Genesee Ave.; three alternatives under consideration in the North University City area. Alternative Analysis/Draft Environmental Impact Statement underway.
MISSION VALLEY LINE	11.8 miles (18.9 km) from the Old Town Segment (at I-5) to Grossmont Center in the City of La Mesa. The Mission Valley Line would connect with the proposed North, East, I-15 and Park Blvd. LRT and Commuter Rail Lines.
Status	Alignment adopted for planning purposes for West Segment, with nine stations from I-5 to I-15. Alignment for East Segment to be based on future study.
Mission Valley West Segment	5.7 mile (9.1 km) segment from Old Town to just east of I-15 has a preferred alignment with 9 station locations and is fully integrated with City of San Diego's community plan for Mission Valley. Developer assistance, through right-of-way dedications and financial participation in construction, will support a considerable portion of project costs. Preliminary engineering and environmental phase underway. Final design will begin in early 1992.
Mission Valley East Segment	6.1 miles (9.7 km) from just east of I-15 to San Diego State University and Grossmont Center where it would connect with the East Line. Alignment studies underway. Preliminary engineering and environmental phase will begin in mid-1992.
COMMUTER RAIL	43 miles (68.8 km) along existing Santa Fe Railway right-of-way, from Oceanside to Centre City San Diego. The project is scheduled to operate 4 morning and 4 evening peak period weekday trips, serving 9 stations (several stations to be served by both Amtrak and light rail). One-way travel time is expected to be 60 minutes. North County Transit District (NCTD) is the lead agency with assistance from MTDB and San Diego Association of Governments (SANDAG). Budget: $70 million from TransNet Funds. NCTD is also planning a 22-mile LRT project between Oceanside and Escondido.
FUTURE EXTENSIONS	Future LRT (or other technology) extensions require additional study and funding sources.
ULTIMATE REGIONAL RAIL COMPONENT	By the year 2010, San Diego area would be served by at least a 68-mile LRT network and 43-mile commuter rail service. Several other types of rail lines, tailored to meet specific community, passenger and environmental needs, may also be in place. All rail services would be coordinated with bus services, which together, would operate as one system.

December 1991

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Subsidiary Corporations San Diego Transit Corporation, San Diego Trolley, Inc., and San Diego & Arizona Eastern Railway Company

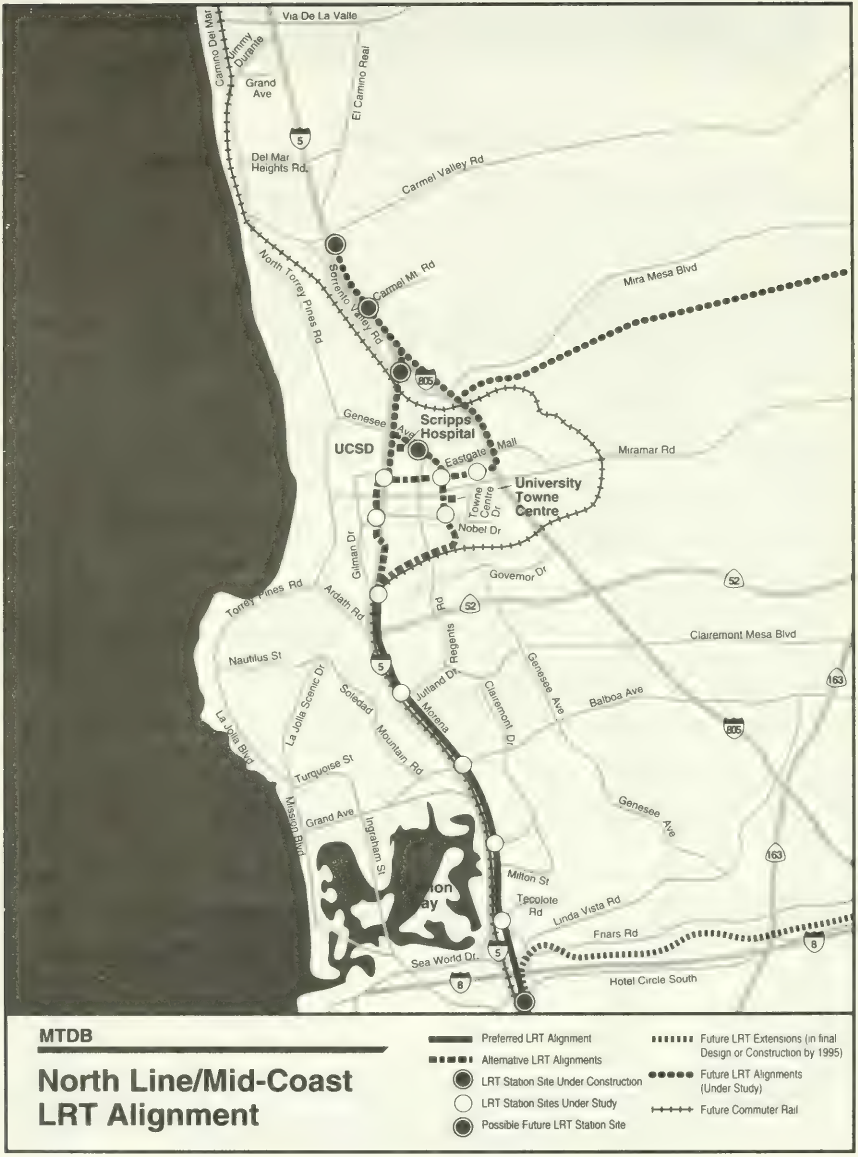
FIGURE 5

<table>
<tr><td colspan="3">FEDERAL PROJECTS
MID-COAST
$360 Million
MISSION VALLEY EAST
$332 Million</td><td>LOCAL PROJECTS
SANTEE, OLD TOWN,
MISSION VALLEY WEST, YARD EXPANSION
$523 Million</td></tr>
<tr><td>58% Federal
$400 Million</td><td colspan="2">42% Local
$292 Million</td><td>100% Local
$523 Million</td></tr>
<tr><td colspan="4">TOTAL PROGRAM
$1,215 Million</td></tr>
<tr><td colspan="2">33% Federal
$400 Million</td><td colspan="2">67% Local
$815 Million</td></tr>
</table>

MTDB

SAN DIEGO METROPOLITAN TRANSPORTATION IMPROVEMENTS PROGRAM

FIGURE 6


MTDB
North Line/Mid-Coast LRT Alignment
Preferred LRT Alignment
Alternative LRT Alignments
LRT Station Site Under Construction
LRT Station Sites Under Study
Possible Future LRT Station Site
Future LRT Extensions (in final Design or Construction by 1995)
Future LRT Alignments (Under Study)
Future Commuter Rail
Via De La Valle
Camino Del Mar
Jimmy Durante
Grand Ave
El Camino Real
5
Del Mar Heights Rd.
Carmel Valley Rd
North Torrey Pines Rd
Sorrento Valley Rd
Carmel Mt. Rd
Mira Mesa Blvd
805
Genesee Ave
Scripps Hospital
UCSD
Eastgate Mall
Miramar Rd
University Towne Centre
Towne Centre Dr
Nobel Dr
Gilman Dr
Governor Dr
52
Torrey Pines Rd
Ardath Rd
Regents Rd
Clairemont Mesa Blvd
Nautilus St
La Jolla Scenic Dr
Soledad Mountain Rd
Jutland Dr.
Morena
Clairemont Dr
Genesee Ave
Balboa Ave
163
La Jolla Blvd
Turquoise St
Mission Blvd
Grand Ave
Ingraham St
Mission Bay
Milton St
Tecolote Rd
Linda Vista Rd
Friars Rd
Sea World Dr.
8
Hotel Circle South

MTDB
Metropolitan Transit Development Board

SAN DIEGO TROLLEY
PROPOSED NORTH LINE/MID-COAST SEGMENT

PROJECT STATUS

Board has approved southern segment of the alignment (south of Gilman Drive) for planning purposes. Two alignments in the North University City area are being examined in greater detail Entire project is being studied as part of a federally funded Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report process

ROUTE CHARACTERISTICS

Limits	From Old Town north to North University City along the Interstate 5/Santa Fe Railroad corridor
Connections with Rail Lines	Would extend from North Line/Old Town LRT segment, with transfer connections to proposed Mission Valley LRT Line and Commuter Rail Line (between Oceanside and San Diego) at the Old Town station
Route Length	Up to 10.4 miles from Old Town to station at Towne Centre Drive/Executive Drive.

ACCESS

Stops	Ten potential station sites under study to serve the following general locations: Tecolote Road, Clairemont Drive, Balboa Avenue, Jutland Drive, Gilman Drive/I-5, Gilman Drive Extension/I-5 (UCSD), Nobel Drive/Genesee Avenue, Executive Drive/Genesee Avenue, Towne Centre Drive/Executive Drive
Ridership	Serves virtually all major traffic generators along the alignment, including Mission Bay, Pacific Beach, Clairemont, University City, University of California at San Diego (UCSD), North University City
Parking	Park-and-ride lots for transit riders to be provided at most stations
Bus Service	Buses would serve designated stations; schedules coordinated at major transfer points.
Fare Collection	Self-service, barrier-free; roving fare inspectors to check riders for payment
Bicycle	Racks and/or lockers to be provided at designated stations.
Disabled	Wheelchair lifts provided on all trains; tactile mats in stations assist passengers with visual impairments in boarding

OPERATING PLAN

Vehicles	Electrically-propelled, articulated light rail transit vehicles; wheelchair accessible. Can be coupled into trains of up to four cars
Average Speed	25-30 mph.
Maximum Speed	50 mph
Frequency	15-minute service during most of the day. 7.5-minute peak service in the future
Operating Agency	Operation by San Diego Trolley, Inc., a subsidiary owned by MTDB

FINANCIAL PROGRAM

Projected Costs	Approximately $300-350 million in 1992 dollars, depending on the final alignment
Funding	Financing for the North Line/Mid-Coast Segment will depend on a mix of federal, state, and local funds.

January 1993

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101 (619) 231-1466

Metropolitan Transit Development Board is Coordinator of the Metropolitan Transit System and the Paratransit Administration
Subsidiary Corporations San Diego Transit Corporation, San Diego Trolley, Inc., and San Diego & Arizona Eastern Railway Company

Mr. CARR. Thank you. I don't have any questions other than to ask if you intend to use any Section 9 as a part of your local match.

Mr. LARWIN. We are using Section 9 now for local match on variety of projects. I cannot respond directly to the Mid-Coast aspect, but we are using Section 9 for our expansion program to the maximum that we have got Section 9 available.

Mr. CARR. Well, we just want—and it may not be in the criteria; we probably ought to put a note in there—we don't count Section 9 as local match. Other agencies might; we don't traditionally do that, so you ought to know that when you come up with your figures.

Mr. LARWIN. The local match or the non-Federal resources are local and State monies that we have available.

Mr. CARR. Now we are talking about Section 3. We understand you use Section 9 for other things, but this committee does not count Section 9 funds that are used as local match for Section 3 projects.

Mr. LARWIN. I will clarify that in our response.

Mr. CARR. That is just an accounting thing.

Mr. Wolf.

Mr. WOLF. Welcome to the committee. What is Duncan Hunter's position on this and the other Members in the area?

Mr. LARWIN. He has been supportive of our projects and is supportive of this project.

Ms. SCHENK. Congressman Packard was here earlier. He had to leave to catch a flight, but he was here to speak in support as well.

We don't view this as a partisan issue; we view this as a local important issue, and we try to work together on these, and I assume that they are supportive.

Mr. WOLF. This is a continuation—is this the line that goes from Tijuana up?

Ms. SCHENK. It is part of the same system. The first segment of it, which by the way was funded fully by State funds when I was Secretary of Business and Transportation for California, started at downtown and goes to the border.

We have now, as Mr. Larwin has pointed out, expanded to over 35 miles of light rail. It is the same system.

Mr. WOLF. That is very successful. Is the farebox still as high as it was?

Mr. LARWIN. It hovers around 80 percent. Every fiscal year is a little different than the former.

Mr. WOLF. That is impressive, one of the very best in the country. What do you at attribute that to? You have different collection, too. You don't have token takers, or how do you work that?

Mr. LARWIN. Well, we do have a self-service fare collection system, so that individuals riding the system have to buy a ticket either at the station or they have to have a pass or transfer on them. And then we have random inspection where we inspect, oh, approximately 25 to 30 percent of all the riders.

Mr. WOLF. And if you find a rider who doesn't—that is similar to what they do in Europe.

Mr. LARWIN. Similar to Europe as well as what almost every light-rail system in North America is doing, patterned after what we are doing in San Diego.

Mr. WOLF. What other ones?

Mr. LARWIN. Sacramento, Portland, Los Angeles Blue Line.

Mr. WOLF. Are they all working as well as yours?

Mr. LARWIN. They are a little bit different. They are enforced differently. I think in general everybody is satisfied with the cost-effectiveness; it eliminates having barriers, eliminates some labor on each train. There are significant efficiencies that come with it.

Mr. WOLF. On the average train, do you have a person that drives the train?

Mr. LARWIN. We have only that one person and then we have roving teams of inspectors and deploy them in various ways and inspect between 25 and 30 percent of the daily ridership.

Mr. WOLF. Are they in uniform?

Mr. LARWIN. Yes.

Mr. WOLF. What do they do, show a badge and then ask for the ticket?

Mr. LARWIN. Well, they have to go through the entire car, unfortunately. They will get on the end car, announce they are on board, and please have your proof of payment ready for inspection, and then proceed down the length of the car.

Mr. WOLF. And if a person doesn't have it?

Mr. LARWIN. They will either get a citation or we will pull them off the train, we will ask them to depart at the next station with the officer and they may be given the option to buy a fare or else they will get a citation.

Mr. WOLF. You must do well, but you feel it has fairly well abated?

Mr. LARWIN. We have an evasion rate, that hovers around 1 to 1.25 percent.

Mr. WOLF. I am very impressed with that, because the system I have always heard stories of how the farebox collections on a lot of these systems are very good. The farebox collection is 50 and 60. To get up into the 80s is very impressive.

Mr. LARWIN. As I pointed out, we are equally proud that the bus system is doing so well because the bus system has pulled itself up in an integrated fashion.

Mr. WOLF. Are you doing the same with the bus system?

Mr. LARWIN. No, you have to pass by the driver and pay in the traditional way.

Mr. WOLF. Thank you very much.

Mr. CARR. You have quite an old bus fleet.

Mr. LARWIN. We do.

Mr. CARR. What are your bus purchase plans?

Mr. LARWIN. We do have 80 buses on order now. We would like to get more buses, but frankly we are having trouble coming up with a local match for some Section 9 that we are eligible for; and we would like to continue the bus replacement program, but we are falling behind frankly.

Mr. CARR. Have you thought about using Section 3 for buses?

Mr. LARWIN. We have the same problem, and that is local match. The local funding wherewithal that we have is restricted almost entirely to rail capital, and so we have a tough time funding local match for nonrail capital purchases. And that also goes to small- and medium-size projects that might be rail projects.

Mr. CARR. Why are you so restricted?

Mr. LARWIN. The local sales tax that we have was enacted by a vote of the people and the ordinance that enacted it restricts it to rail capital purposes. In fact, it is restricted to extensions, and so even for expansion of existing lines, for example, we have trouble with funding.

Mr. CARR. Well, we have an innovative idea for you, but we will talk to you about it a little later.

Ms. SCHENK. We welcome innovative ideas in California.

Mr. CARR. Well, thank you very much for being here. You historically run a very good system and have a high degree of credibility with the committee, and we look forward to working with you.

Ms. SCHENK. Thank you very much, Mr. Chairman and Mr. Wolf.

THURSDAY, MAY 6, 1993.

REGIONAL TRANSPORTATION COMMISSION OF CLARK COUNTY, NEVADA

WITNESS

LEE G. GIBSON, PLANNING COORDINATOR, REGIONAL TRANSPORTATION COMMISSION OF CLARK COUNTY, NEVADA

Mr. CARR. The next witness will be from Clark County, Nevada, Mr. Lee Gibson, who is, I believe, the planning coordinator.

Mr. GIBSON. Yes, Mr. Chairman. Congressman Wolf, Members of the committee, I am Lee Gibson, the planning coordinator from the Regional Transportation Commission from Clark County, Nevada, and I would like to thank you for the opportunity to appear before you today in order to present testimony regarding the RTC bus maintenance and storage facilities project.

I also formally request that the testimony I have provided, that I am about to summarize be entered into the record, and I also wish to have a letter from Congresswoman Vucanovich and Congressman Bilbray, who unfortunately could not be present today, also entered into the record.

Mr. CARR. Without objection, we will take that all and you might summarize.

[The letter follows:]

BARBARA F. VUCANOVICH
2D DISTRICT, NEVADA

HOUSE APPROPRIATIONS COMMITTEE

SUBCOMMITTEES
RURAL DEVELOPMENT, AGRICULTURE
AND RELATED AGENCIES
MILITARY CONSTRUCTION

COMMITTEE ON
NATURAL RESOURCES

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CONGRESS OF THE UNITED STATES
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(702) 738-4064
Fax (702) 738-4798

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LAS VEGAS, NV 89128
(702) 255-6470
Fax (702) 255-0714

May 6, 1993

The Honorable Bob Carr
Chairman
Subcommittee On Transportation
Committee on Appropriations
2358 Rayburn HOB
Washington, D.C. 20515

Dear Mr. Chairman:

Thank you for agreeing to hear testimony from the Regional Transportation Commission of Clark County, Nevada (RTC). As you will hear, RTC has created and implemented a comprehensive transportation system for the Las Vegas valley using local and state funds. To enhance its efficiency, the RTC requests $10 million for land acquisition for a maintenance facility, a proposal we solidly support. We apologize for being unable to appear before the Subcommittee of Transportation today and hope you will accept this letter of introduction.

The RTC has recently established a new fixed route transit system in the Las Vegas valley known as the Citizens Area Transit System (CAT) which serves both of our constituencies. The initiation of CAT system service just four months ago was in response to a critical need for improved and expanded transit services in the area and represents the single largest start-up of transit bus operations nationally in the last 20 years.

The Subcommittee should be aware that the CAT began its operations largely funded with local revenues generated by a State sales tax. A significant portion of the rolling stock was purchased with local funds, as was the acquisition of necessary dispatching, fuel storage, and shop equipment. To date, no section 9 or section 3 Federal Transit Administration (FTA) funds have been used for the start up activities of CAT.

A critical component of any efficient transit operation is a maintenance and storage facility. The CAT is presently operating out of an interim facility which is inadequate for its needs in terms of size, equipment and location. The proposed facility is critical to the property maintenance of the CAT fixed route and paratransit fleets and the efficient provision of transit services.

The RTC is seeking $10 million in Fiscal Year 1994 section 3 FTA funds for land acquisition, final design engineering and value engineering for the proposed integrated facility. We strongly support this request and urge the Subcommittee to include funding for the facility in the FY 1994 Transportation Appropriation legislation it develops.

Sincerely,

Barbara F. Vucanovich
BARBARA F. VUCANOVICH
Member of Congress

James H. Bilbray
JAMES H. BILBRAY
Member of Congress

BFV:gp

Mr. Gibson. Also, I would like to introduce Seth Kaplan, also with the RTC of Clark County, who accompanied us.

The Regional Transportation Commission of Clark County Nevada is a public agency that serves the metropolitan planning organization, county gas tax agency, and public transit authority for the Las Vegas urbanized area.

I wanted to specifically point out something that I am sure you know. Las Vegas has been one of the fastest growing metropolitan areas in the United States. And, in fact, over the last 12 years, the dramatic growth in population, housing and employment has resulted in a tremendous increase in traffic congestion and a significant deterioration in regional air quality conditions.

In 1990, to address these issues, the voters of Clark County overwhelmingly approved a local referendum that now generates $110 million a year solely dedicated to do transportation improvements. Of that $110 million, over 25 million has been dedicated towards mass transit.

On December 5th of 1992, the RTC initiated the new Citizens Area Transit Service on 21 routes using 128 buses. This level of service is a fivefold increase over the previous level of mass transit service and to our knowledge is the largest single startup of bus service during the last 20 years in the United States.

Since December of 1992, over four million passengers have used the service and our ridership grows significantly every month and has been reflected in a fare box recovery rate of over 38 percent. Indeed, Las Vegans have embraced the CAT service with an enthusiasm that is typically unseen for transit in most Western cities.

To get the CAT off the ground, over $20 million in local funds have been used to capitalize the system. RTC projects that are before the committee today represent a concerted effort to begin construction and initiate three integrated facilities, namely, a heavy maintenance facility, a satellite storage project, and a paratransit facility.

As documented in the RTC short-range transit plan, our current interim facility is clearly inadequate. Estimates that have been developed by RTC staff show that the CAT fleet requires a site of approximately 25 acres and a maintenance building of over 120,000 square feet. Our interim facility is located on a site that is only 14 and a half acres and uses a maintenance building of only 16,000 square feet.

With the upcoming start of our ADA paratransit services, an additional 10 acres will be needed above and beyond that for the fixed-route service to adequately maintain a fleet of 146 service vehicles. For our paratransit services, our current facility has only the capacity to store and maintain 21 vehicles.

Furthermore, to accommodate travel needs in the Las Vegas Valley, the CAT route structure follows our grid street pattern. However, in a grid operation, the least cost location for a facility from an operating perspective is at the center of the urban area, which is typically characterized by high land prices, small land parcels and restrictive local regulations that prohibit the development of industrial uses, such as bus maintenance and storage facilities. Under such constraints, the best alternative is then to construct a satellite storage facility for RTC's project.

The satellite storage facility will cover approximately 15 acres and used to store fuel and conduct preventive maintenance and dispatch vehicles into revenue service. Over the expected 40-year facility life, the capital invested in a satellite storage facility is more than recovered from the operating efficiencies that accrue from keeping deadhead miles to a minimum.

Presently, we have three phases of work that are underway for our integrated facilities project and these include a feasibility analysis that is refining RTC's already existing maintenance program requirement, cost estimates and schedule for implementation.

The conceptual design, which is focusing on the preliminary layout for each facility, and focusing attention on insuring adequate and safe internal circulation, proper placement, building appropriate buffers, and conformance with local land use regulations.

And the third component of this effort is the environmental assessment, which is concurrent with the above efforts and will meet the requirements of the national Environmental Policy Act and FTA procedures.

The RTC intends to apply for funding for this project through the FTA Section 3 program. Based upon discussions with the FTA regional office, local engineering firms, and RTC's experience in developing the current interim facility, the total cost is currently estimated at $37.5 million for the three integrated facilities.

Given the current schedule for the work, the RTC is requesting $10 million in Federal funds for fiscal year 1994 for land acquisition, final design engineering, and value engineering for the project.

An additional $20 million in Section 3 funding for construction and furnishings for the facilities is expected to be requested in fiscal year 1995.

The RTC is prepared to obligate the $10 million in Federal funding in fiscal year 1994, and is prepared to provide the necessary local matching funds. The RTC, in addition, is committed to overmatching this project.

In conclusion, the RTC's new mass transit system has been received with extraordinary support through the Las Vegas Valley and from our congressional delegation. The commission believes strongly that the CAT system is an integral and important service that will help the Las Vegas Valley achieve national objectives for a balanced intermodal transportation system, attainment of the National Ambient Air Quality Standards, and the mobility standards of the Americans with Disabilities Act.

Mr. Chairman, Congressman Wolf, thank you for allowing us to appear today. If you have any questions, I will be happy to answer any of them.

I do want to point out we have reviewed your investment criteria and we will be amending our testimony to meet the standards that you have outlined in that.

[The prepared statement of Mr. Gibson follows:]

MAY 6, 1993
REGIONAL TRANSPORTATION COMMISSION OF CLARK COUNTY, NEVADA
BUS MAINTENANCE AND STORAGE FACILITIES PROJECT
TESTIMONY BEFORE THE U.S. HOUSE OF REPRESENTATIVES
SUBCOMMITTEE ON TRANSPORTATION
HOUSE APPROPRIATIONS COMMITTEE

Mr. Chairman, Congressman Wolf, members of the subcommittee, I am Lee Gibson, Planning Coordinator for the Regional Transportation Commission (RTC) of Clark County, Nevada. I would like to thank you for the opportunity to appear before you today in order to present testimony regarding the RTC's bus maintenance and storage facilities project. I also formally request that the testimony I have provided in written form and that I am about to summarize be entered into the record.

The RTC of Clark County, Nevada is a public agency created under the laws of the State of Nevada. The RTC serves as the metropolitan planning organization, county gas tax agency and the public transit authority for the Las Vegas urbanized area.

I would like to begin by noting that the Las Vegas metropolitan area has experienced phenomenal growth for the last 12 years. Between 1980 and 1992, population has increased by over one-third. During 1989, it was estimated that over 6,000 persons moved to Las Vegas each month. By 1993, the rate had "slowed" to 3,500 persons per month. Forecasts prepared for the region indicate that by the year 2000, well over 1.0 million persons will reside in the Las Vegas Valley.

As the "entertainment capitol of the world," Las Vegas welcomed over 20 million visitors in 1992. With over 86,000 rooms available, Las Vegas is a world class destination resort that affords a wide variety of recreational opportunities and unparalleled convention and meeting facilities. On any given day, the actual population of Las Vegas, defined as residents and tourists, exceeds 1.5 million persons.

The dramatic growth in population, housing and employment has resulted in a tremendous increase in traffic congestion and a significant deterioration in regional air quality. In 1990, as Las Vegas looked towards its future, transportation problems were identified as the major threat to the quality of life for southern Nevadans and to the enjoyment of Las Vegas by visitors from across the United States and many foreign nations.

To address these issues, the voters of Clark County overwhelmingly approved Question 10, a local referendum that identified new funding sources that generate $110 million a year dedicated to transportation improvements. The RTC is responsible for administering much of this program and now invests over $75 million annually towards regional street and highway projects.

Of the $110 million, over $25 million has been dedicated towards implementing a new and expanded mass transit system. On December 5, 1992, the RTC acting in its capacity as the public transit authority, initiated the new Citizens Area Transit (CAT) service on 21 routes using 128 buses and providing service from 6:00 A.M. to 1:30 A.M. for residential areas and 24 hour service on the world renowned Las Vegas "Strip". This level of service is a five fold increase over the previous level of mass transit service and is the largest single start-up of bus service during the last 20 years in the United States.

Since December, 1992, the first four months of CAT operation, over 4.0 million passengers have used the service. With a ridership that significantly increases every month, the farebox recovery rate for the system has steadily increased and currently stands at 38.0 percent. Las Vegans have embraced the new CAT service with an enthusiasm unseen for transit in most western cities.

To start the new CAT service, over $20.0 million in local funds were used to acquire 90 new buses, develop an interim maintenance facility, purchase computer equipment for dispatching purposes, acquire shop equipment, and install fuel storage capabilities, and buy support vehicles. To date, no Section 9 or Section 3 Federal Transit Administration (FTA) funds have been used for start-up activities.

As the RTC continues to move forward with developing the CAT system, it is imperative that proper attention be focused on bus maintenance and storage facility needs. The RTC's bus maintenance and storage facility project represents a concerted development effort to construct three integrated facilities: a heavy maintenance facility, a satellite storage facility and a paratransit facility. As documented in RTC's Short Range Transit Plan, the current interim maintenance facility is clearly inadequate. Estimates show the CAT fleet requires a site of approximately 25 acres and maintenance building of 120,000 square feet. The interim facility is located on a site that is only 14.5 acres and the maintenance building is only 16,000 square feet. With such a deficiency, the RTC must take action now to ensure that adequate maintenance facilities are available to protect community's new investment in the rolling stock and properly maintain its useful life.

The problem of inadequate maintenance facilities also extends to the RTC's paratransit services. With the start-up of ADA paratransit services scheduled for the fall of 1993, it has been projected that an additional 10 acres will be needed to adequately maintain, store, fuel and clean a fleet of 146 service vehicles. The current facility only has the capacity to store and maintain 21 vehicles. With orders already placed for 29 new paratransit vehicles, the RTC is faced with once again having to use an inadequate facility during the short term.

To accommodate travel needs in the Las Vegas Valley, the CAT route structure must follow the grid street pattern. However, in a grid operation, the least cost location for a bus maintenance and storage facility is at the center of the urban area which is characterized by high land prices, small land parcels, and restrictive local regulations that prohibit the development of bus maintenance and storage facilities. Under such constraints, the best alternative is to construct a satellite storage facility.

For RTC's project, the satellite storage facility will cover fifteen acres and be used to store, fuel, conduct preventive maintenance and dispatch vehicles into revenue service. Over the usual 40 year facility life, the capital invested into a satellite facility is more than recovered from the operating efficiencies that accrue from keeping deadhead miles to a minimum.

Three phases of work are presently underway for the integrated facilities project and include:

1) **Feasibility Analysis**- The feasibility analysis work will entail refining the RTC's maintenance program requirements, cost estimates, and schedule for implementation. A key element of the feasibility analysis will be the identification of alternative sites for a heavy maintenance facility, a satellite storage and fueling facility; and a paratransit maintenance and storage facility.

2) **Conceptual Design**- The conceptual design phase involves the preliminary layout of each facility on the alternative sites. Attention will be focused on ensuring adequate and safe internal circulation, proper placement of buildings, appropriate buffers, and landscaping as required by local land use regulations and design standards.

3) **Environmental Assessment**- Concurrent with the above efforts, the RTC will complete an environmental assessment in accordance with the National Environmental Policy Act and FTA procedures. Every effort will be made to ensure that the implementation of the program will not have adverse and irreversible consequences on the environment.

With the completion of the work now underway, the RTC intends to apply for funding through the FTA Section 3 program. Based upon discussions with the FTA Regional Office, local engineering firms, and the RTC's experience in developing the current interim facility, the total cost for the project is currently estimated at $37.5 million for the three integrated facilities.

Given the current schedule for the above work, the RTC is requesting $10.0 million in Federal funds for Fiscal Year 1994 for land acquisition, final design engineering, and value engineering for the project. An additional $20.0 million in Section 3 funding for construction and furnishings is expected to be requested in Fiscal Year 1995. The RTC is prepared to obligate $10.0 million in Federal funds during Fiscal Year 1994, and to provide the necessary local matching funds. The RTC is also committed to endeavor to "overmatch" this project.

In conclusion, the RTC's new transit system has been received with extraordinary support throughout the Las Vegas Valley. CAT is perceived as a major new milestone in improving the quality of life, increasing employment opportunities, improving regional air quality, and providing a viable option to the single occupant vehicle. The Commission believes strongly that the CAT system is an integral service that will attain national objectives for a balanced intermodal transportation system, lower usage of single occupant vehicles, attainment of National Ambient Air Quality Standards, and the mobility standards of the Americans with Disabilities Act.

The bus maintenance and storage facility project will help ensure Las Vegas' achieving these national objectives, ensure a quality service for the residents and visitors to the Las Vegas Valley while protecting the value of local and Federal investments.

Mr. Chairman, thank you for allowing us to appear today and I will be happy to answer any questions you or any member may have.

Mr. CARR. That would be very helpful. We thank you for your time and attention.

Mr. Wolf.

Mr. WOLF. I have no questions. Thank you.

Mr. CARR. Thank you very much.

THURSDAY, MAY 6, 1993.

KENTUCKY ROAD PROJECT

WITNESSES

HON. SCOTTY BAESLER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY

JUDGE JOHN A. SIMS, OF LINCOLN COUNTY, KENTUCKY

Mr. CARR. Our next witness is from the great State of Kentucky, Scotty Baesler.

Mr. BAESLER. Mr. Chairman, we will make it quick. This is Judge John Sims of Lincoln County and, Mr. Chairman, I would like to introduce County Judge John Sims at this time, Mr. Chairman, and I will refrain from making a statement and let him do the talking.

Thank you for allowing us to come.

Mr. CARR. We have been here since 9 o'clock this morning, and we appreciate your brevity.

Mr. BAESLER. Judge Sims.

Judge SIMS. I would like to thank Chairman Carr for the opportunity and address the Appropriations Committee on Transportation. I would also like to thank my Congressman, Scotty Baesler for arranging this opportunity.

We have a map that we would like to show you and I think the committee has a copy of this map.

Mr. CARR. I think we have a copy.

Mr. BAESLER. I would hold it here.

Mr. CARR. It is not nicely colored.

Judge SIMS. Twenty-three miles from Stanford to Mount Vernon, and we have been fortunate that the Kentucky Transportation Department has funded the road from Stanford almost to Crab Orchard, that leaves us 13$\frac{3}{10}$ miles that we are asking for funding for, which we are asking for 80 percent Federal funding on this.

I have a prepared statement that you all have a copy of and I am not going to take your time to read it unless you want me to. I know you have had a hard day today. I would like to make a few comments to it, if I may.

Mr. CARR. Please do.

Judge SIMS. The area benefits from this:

Expansion of manufacturing opportunities, jobs and industrial sites in the counties.

Lower unemployment rates.

Improved plant access for trucking companies, trucking companies, a site for transportation.

Create construction jobs.

Allow populations of the four listed counties and Rockcastle County to grow.

More jobs equal reduced poverty rates.

The regional corridor will allow more regional land use planning.

Attract new industry. The U.S. 150 corridor is a good bargaining mechanism.

Increased economic development leads to enhanced civic pride in communities.

Allow people to work in the county, not to relocate to work somewhere else.

Enhance tourism and recreation opportunities by providing direct access to Cedar Creek Lake, which is a lake that we are going to build when we build the highway from Stanford to Crab, Orchard which has already been funded by State funds with cooperation with the Kentucky Department of Fish and Wildlife on this. They are going to purchase the lands that the water is going to cover. This will make a 784 acre lake, which will be a valuable economic access to our region, not just to Lincoln County.

[The prepared statement of Judge Sims follows:]

Testimony of

Lincoln County Judge/Executive John Sims

on behalf of the

Reconstruction/Major Widening on US 150
between Crab Orchard and Mt. Vernon, Kentucky

before the

Subcommittee on Transportation,
Committee on Appropriations
May 6, 1993

OPENING

I would like to thank Chairman Carr for the opportunity and privilege to address the Appropriations Subcommittee on Transportation. I would also like to thank my Congressman, Scotty Baesler, for arranging this opportunity.

My presentation will include the following information:

1. A Summary of the Project
2. Project Cost Estimate
3. Information Scan of the Area
4. Benefits Assessment to the Area

PROJECT SUMMARY

This project is called "The Reconstruction/Major Widening on US 150 Between Crab Orchard and Mt. Vernon." The project will run from Deepwell Road northwest of Crab Orchard in Lincoln County to the junction of KY 461 in Rockcastle County (near Mt. Vernon). There will be reconstruction of 4.40 miles of road in Lincoln County and 8.90 miles in Rockcastle County. The project covers 13.30 miles.

This project is actually the missing link in a corridor between I-64 at Frankfort and I-75 at Mt. Vernon. Traffic traveling southeast from St. Louis and Louisville to Knoxville or Atlanta desiring to avoid heavy congestion in the combined I-75/I-64 area near Lexington, could use this route as a bypass.

An added feature of this project is the construction of a dam at Cedar Creek which will create a 784-acre impoundment. The lake will provide recreation and tourism benefits, which will be realized locally, regionally, and statewide.

The US 150 Corridor Project is a regional, multi-district project which could enhance economic growth in the Bluegrass and Cumberland Valley Area Development Districts.

PROJECT COSTS

The US 150 Corridor of reconstruction/major widening of US 150 near Crab Orchard to the junction of KY 461 near Mt. Vernon (13.30 miles) could be completed at a cost of $32,400,000 based on the 1991 dollar value.

AREA SCAN

The counties of Lincoln, Garrard, Mercer, and Boyle in the Bluegrass Area Development District (ADD) and Rockcastle County in the Cumberland Valley ADD would derive great economic benefits from the US 150 Corridor.

Lincoln County has been designated as a distressed county by both the ARC and the EDA. The county's December, 1992, unemployment rate of 8.3 percent is much higher than the region's (Bluegrass ADD) rate of 4.6 percent for the same month. In 1990, 685 persons were unemployed in Lincoln County. Lincoln County had a 1990 individual poverty rate of 27.2 percent, while the Kentucky state average was 19 percent (the 5th poorest state in the U.S.). The county has only one industrial park in Stanford. The US 150 Corridor Project is already in the Kentucky Long-Range Needs Plan for Lincoln County.

Garrard County, like Lincoln County, also has a high unemployment rate. Its December, 1992, rate was 8.2 percent, much higher than the regional 4.6 percent rate. In 1990, 371 persons were unemployed here. The county possesses a 1990 individual poverty rate of 18.1 percent (the state average was 19 percent). Again, Garrard County has only one industrial park in Lancaster. A future US 27 project here would complement and enhance the US 150 Corridor.

Mercer County's December, 1992, unemployment rate was 6.8 percent, still above the regional average of 4.6 percent. High unemployment rates left 666 persons out of work in 1990. Mercer County has a poverty rate of 16.7 percent, compared to the state average of 19 percent. Mercer County has one large industrial park and nearly 2,000 manufacturing jobs at the present. The Corridor would be a bonus to the Industrial Park.

Boyle County is a high-growth area of the Bluegrass ADD. The December, 1992, unemployment rate was 6.3 percent compared to 4.6 percent for the region. There were 396 persons unemployed in 1990 in the county. The county's poverty rate averaged 17.1 percent in 1990. Four manufacturing firms have over 700 employees in Boyle County. Five industrial sites are present here as well. Future road improvement projects in Danville could build a strong road artery between Danville and Stanford.

AREA BENEFITS

Here is a list of potential benefits to the area:

1. Expansion of manufacturing opportunities/jobs and industrial sites in the counties.
2. Lower unemployment rates.
3. Improved plant access for trucking companies.
4. Safer transportation -- a four-lane highway.
5. Create construction jobs.
6. Allow populations of the four listed counties and Rockcastle County (Mt. Vernon) to grow.
7. More jobs equal reduced poverty rates.
8. Regional corridor will allow more regional land use planning.
9. Attraction of new industries -- US 150 Corridor is a good bargaining mechanism.
10. Increased economic development -- leads to enhanced civic pride in communities.
11. Allow people to work in the county -- not relocate to work somewhere else.
12. Enhance tourism and recreation opportunities by providing direct access to Cedar Creek Lake.

We feel the US 150 Corridor is crucial to the regional growth of the Bluegrass and Cumberland Valley areas. Federal funding dollars would support the overall goal of improved quality of life in the Bluegrass and Cumberland Valley areas.

Again, thank you for the opportunity to speak before the Subcommittee.

Ray Hammonds
Garrard County Judge/Executive

Court House • Public Square
Lancaster, Kentucky 40444
Phone: (606) 792-3531

May 3, 1993

TO WHOM IT MAY CONCERN:

I am writing this letter in support of construction of U.S. Highway 150 between Crab Orchard and Mt. Vernon, Kentucky. This new road will give Garrard County, Garrard industry and future industry an outlet to Interstate I-75 South. At the present time there is not a connecting road between Garrard County and Interstate I-75 that is safe for commercial and heavy automobile traffic.

Since January 1, 1993 Garrard County has announced two new factories and is presently negotiating with three other industries. I feel it is essential that we join with our neighboring county, Lincoln County, to have a connecting avenue to Interstate I-75 to the south in order for our small county to continue its growth.

Sincerely,

Ray Hammonds

Ray Hammonds
Garrard County Judge/Executive

MARY C. PENDYGRAFT
BOYLE COUNTY JUDGE/EXECUTIVE
Court House
Danville, Kentucky 40422
(606) 238-1100

Judge John Simms
Lincoln Co. Courthouse
Stanford, KY 40484

May 03, 1993

Dear Judge Simms:

I am writing to you about our interest in the development of the Highway 150 Corridor between Crab Orchard and Mt. Vernon, KY.

We feel the completion of this project would benefit Boyle County's industries in the fact it would open up a direct access to the state's I-75. The net effect of this accomplishment would be industry retention and the recruitment of new industry. Boyle County would be looked upon as a centralized, easy access location.

Please consider this as a 'YES' vote for the completion of the Highway 150 Corridor. Thank You.

Sincerely,

Mary C. Pendygraft

Mary C. Pendygraft
Boyle Co. Judge/Executive

KENNETH KIRKLAND
MERCER COUNTY JUDGE/EXECUTIVE

COURTHOUSE ANNEX / HARRODSBURG, KENTUCKY 40330 / 606-734-6300

May 3, 1993

Congressman Scotty Baesler
Suite 508
Cannon Office Building
Washington, D. C. 20515-1706

RE: US 150 Between Crab Orchard and Mt. Vernon

Dear Congressman Baesler:

I would like to take this opportunity to express my support for the reconstruction of US 150 from Crab Orchard to Mt. Vernon. The business and industrial community in Mercer County need the access to I-75 that this project would provide. Not only will this project open up new economic development potential for Mercer County--indeed the region, it will help to preserve the current industrial base.

Any assistance you could provide on this matter is greatly appreciated.

Sincerely,

Kenneth Kirkland

Kenneth Kirkland
County Judge-Executive

Rockcastle County

P.O. Box 755
Mt. Vernon, Ky. 40456
Phone (606) 256-2856

Office of the County
Judge Executive

Home of
Brodhead
Livingston
Mt Vernon
Renfro Valley

Featuring
Skaggs Trace
Rockcastle River
Lake Linville - 425 Acres
Dix River
Wilderness Road
Wildcat Mtn.
Little World's Fair
Great Salt Peter Cave

Specializing In
Hay
Corn
Beef
Coal
Dairy
Tourism
Tobacco
Plastics
Hardwoods
Clothing Mfg.
Limestone

April 30, 1993

To Whom It May Concern:

Economic Development in Rockcastle County will receive a significant boost with the improvement of U.S. 150 from Crab Orchard to Mt. Vernon.

Two industrial sites lay along the corridor in our county. This will provide direct 4 lane shipping to both I-64 and I-75.

If further information is needed, please do not hesitate to call.

Sincerely,

Roland D. Mullins
County Judge/Executive

RDM:nm

COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
FRANKFORT, KENTUCKY 40622

DON C. KELLY, P.E.
SECRETARY OF TRANSPORTATION

JERRY D. ANGLIN
DEPUTY SECRETARY
AND
COMMISSIONER OF HIGHWAYS

BRERETON C. JONES
GOVERNOR

April 19, 1993

The Honorable John Sims
Lincoln County Judge/Executive
Courthouse
Stanford, Kentucky 40484

Dear Judge Sims:

Based on the state's long range roadway plan, the cost of building US 150 from near Deep Well Road northwest of Crab Orchard in Lincoln County to the junction of KY 461 in Rockcastle County is estimated at $32,400,000, based on the 1991 dollar value. This estimate is based on reconstruction of 4.40 miles in Lincoln County and 8.90 miles in Rockcastle County.

8.9
4.4
13.3

The Transportation Cabinet's Six Year Roadway Plan includes projects that will construct US 150 near Deep Well Road northwest of Crab Orchard.

To reconstruct US 150 from KY 461 into Mt. Vernon, in Lincoln County, should include the reconstruction of US 25 from Mt. Vernon to its junction with I-75. This would give the traveling public a more direct route to south I-75, since they would use KY 461 to north I-75. This would require the reconstruction of 1.802 miles of US 150 and 2.118 miles of US 25 that is not included in the above estimate.

If any additional information is needed, please feel free to contact me at your convenience.

Sincerely,

Ron Laugherty, P.E.
Chief District Engineer

RL/ap

"AN EQUAL OPPORTUNITY EMPLOYER M/F/D"

COMMONWEALTH OF KENTUCKY
OFFICE OF THE SPEAKER
HOUSE OF REPRESENTATIVES

JOE CLARKE
SPEAKER

120 N. THIRD ST.
BOX 297
DANVILLE, KY 40423-0297

OFFICE: 606-236-2240
HOME: 606-236-4064
FAX: 606-236-2241

STATE CAPITOL
FRANKFORT, KY 40601
502-564-3366

April 28, 1993

Hon. John Sims
County Judge Executive
Lincoln County
Stanford, KY 40484

Dear Judge Sims:

You recently requested that I comment on the status of the proposed U.S. 150 improvements between Stanford and Mr. Vernon. That project is very much ongoing and I expect it to be completed within the plan limits at least. As you know, I have a personal interest in this project and would like to speed it up and have it completed sooner rather than later. If we could obtain federal assistance it obviously would greatly enhance the likelihood of getting the project done in a short period of time.

Please let anyone you are discussing this matter with feel free to contact me directly in regard to the project.

Yours very truly,

Joe Clarke

Joe Clarke

JC/jb

ROCKCASTLE READY MIX
Coy Cromer, Manager
P. O. Box 359
Mt. Vernon, KY 40456

April 30, 1993

To Whom It May Concern:

A four lane highway from Crab Orchard in Lincoln County to I-75 in Mt. Vernon will be a big improvement for the people in this area. U.S. 150 is heavily traveled and is quite dangerous in places. Further, a direct four-lane west to I-64 and east to I-75 will help the Industrial Park industries.

This industry strongly supports the project to widen this corridor through Rockcastle County.

Respectfully,

Coy Cromer

Coy Cromer, Manager
Rockcastle Ready Mix

GENTON TOOL & DIE, INC.
10060 KY. HWY. 1781
CRAB ORCHARD, KY 40419-9717
606-355-2890 FAX 606-355-2287

APRIL 30, 1993

TO WHOM IT MAY CONCERN:

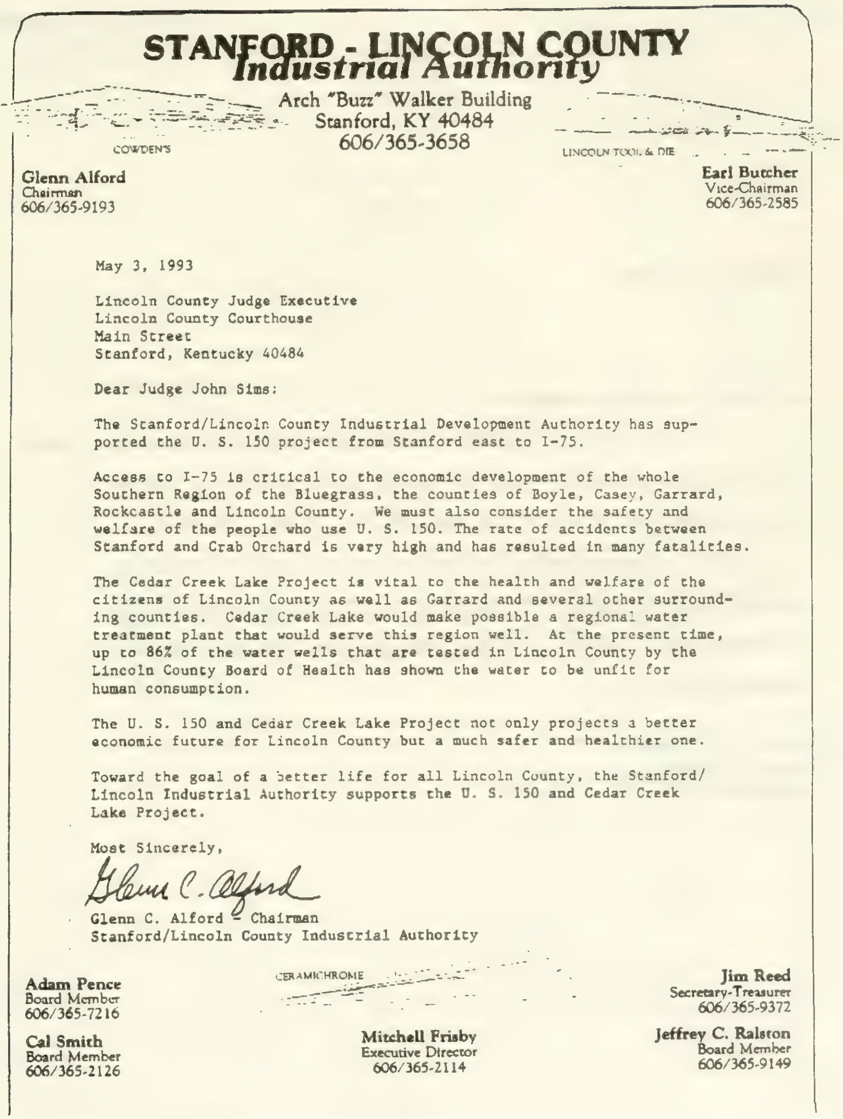
THIS IS TO INFORM YOU THAT WE ARE IN COMPLETE AGREEMENT WITH JOHN SIMS, AND SUPPORT THE IDEA TO MAKE ALL NECESSARY IMPROVEMENTS ON HWY 150 BETWEEN HWY 27 AND INTERSTATE 75.

THIS WOULD BE A GREAT ASSET TO US AND OTHER BUSINESSES IN LINCOLN COUNTY.

SINCERELY,

Arthur E. Genton II

ARTHUR E. GENTON, II



STANFORD - LINCOLN COUNTY
Industrial Authority
Arch "Buzz" Walker Building
Stanford, KY 40484
606/365-3658

COWDEN'S
LINCOLN TOOL & DIE

Glenn Alford
Chairman
606/365-9193

Earl Butcher
Vice-Chairman
606/365-2585

May 3, 1993

Lincoln County Judge Executive
Lincoln County Courthouse
Main Street
Stanford, Kentucky 40484

Dear Judge John Sims:

The Stanford/Lincoln County Industrial Development Authority has supported the U. S. 150 project from Stanford east to I-75.

Access to I-75 is critical to the economic development of the whole Southern Region of the Bluegrass, the counties of Boyle, Casey, Garrard, Rockcastle and Lincoln County. We must also consider the safety and welfare of the people who use U. S. 150. The rate of accidents between Stanford and Crab Orchard is very high and has resulted in many fatalities.

The Cedar Creek Lake Project is vital to the health and welfare of the citizens of Lincoln County as well as Garrard and several other surrounding counties. Cedar Creek Lake would make possible a regional water treatment plant that would serve this region well. At the present time, up to 86% of the water wells that are tested in Lincoln County by the Lincoln County Board of Health has shown the water to be unfit for human consumption.

The U. S. 150 and Cedar Creek Lake Project not only projects a better economic future for Lincoln County but a much safer and healthier one.

Toward the goal of a better life for all Lincoln County, the Stanford/ Lincoln Industrial Authority supports the U. S. 150 and Cedar Creek Lake Project.

Most Sincerely,

Glenn C. Alford

Glenn C. Alford - Chairman
Stanford/Lincoln County Industrial Authority

CERAMICHROME

Adam Pence
Board Member
606/365-7216

Cal Smith
Board Member
606/365-2126

Mitchell Frisby
Executive Director
606/365-2114

Jim Reed
Secretary-Treasurer
606/365-9372

Jeffrey C. Ralston
Board Member
606/365-9149

the uniform people

April 30, 1993

To Whom It May Concern:

This letter is written in suport of a project to make a four-lane highway out of U.S. 150 from Crab Orchard in Lincoln County to Interstate 75 in Mt. Vernon.

The improvement of this corridor would greatly benefit the people who must travel it as well as the industries located in the Rockcastle Industrial Park.

Respectfully,

George Greene

George Greene
Assistant Plant Manager

Rockcastle Mfg. • Division of Cintas Corp. • Rt. 4, Box 202, Highway 150 • Mt. Vernon, KY 40456 • 606/256-5171

9871 OLD SOMERSET ROAD
WAYNESBURG, KENTUCKY 40489-9746

CARLOS VAUGHT
President

LINCOLN CO. PALLET, INC.
PHONE (606) 365-3191

The road 150 from Stanford to Mt. Vernon would really help us (Lincoln Co. Pallet, Inc.) since we buy a lot of logs and bugwood out of that area.

Personally, I think it is a very dangerous road for I drive it to Church regularly and there are a lot of big trucks on the road also it is very narrow.

Lincoln Co.Pallet, Inc.
Carlos Lee Vaught
Carlos Lee Vaught
April 29, 1993

STANFORD
WOOD
PRODUCTS

April 30, 1993

John Sims, Judge Executive
Lincoln County
Stanford, Kentucky 40484

Dear Judge Sims:

My company, Stanford Wood Products Company, Inc., has been in operation since 1947. We have been located on Highway 150 east of Stanford, Kentucky since 1955. We have employed as many as 45 employees and travel to the job site is always required. We have the majority of our clients in the south and eastern part of Kentucky as well as Tennessee. Needless to say, our employees have to travel Highway 150 to Interstate 75 several times a week. Having a new highway that is convenient and safe to travel would be a real benefit to my company. Not just to my employees, but to my clients and suppliers that have to use the highway.

I support the new highway project and would like to ask you to seek endorsement of the project and procure funding so the new highway can be completed.

Sincerely,

Harry R. Faulk

Harry R. Faulkner
President

HRF:mfm

P O. Box 226 • U S Highway 150 East • Stanford, Kentucky 40484 • 606/365-2173

HKM OF CALIFORNIA CORP.

3171 E. 12th Street
Los Angeles, CA 90023
Phone (213) 269-0572
Fax (213) 269-2686
Sale Dept Fax (213) 261-2149

HKM
KRASNE MANUFACTURING DIVISION

HKM OF CALIFORNIA-EAST

Stanford Industrial Park
Highway 150 - East • P.O. Box 298
Stanford, KY 40484
Phone (606) 365-3581
Fax (606) 365-2169

April 30, 1993

TO WHOM IT MAY CONCERN:

A new improved Highway 150 from Stanford, Kentucky to Mt. Vernon, Kentucky would be a great boost to our factory and a great boost to all Lincoln County businesses. This road is very heavily traveled and very dangerous.

The greatest advantage for this highway improvement would be the link to Interstate 75. This link would really be a help to our factory not only in receiving materials for our product but also for our transporting our materials to customers.

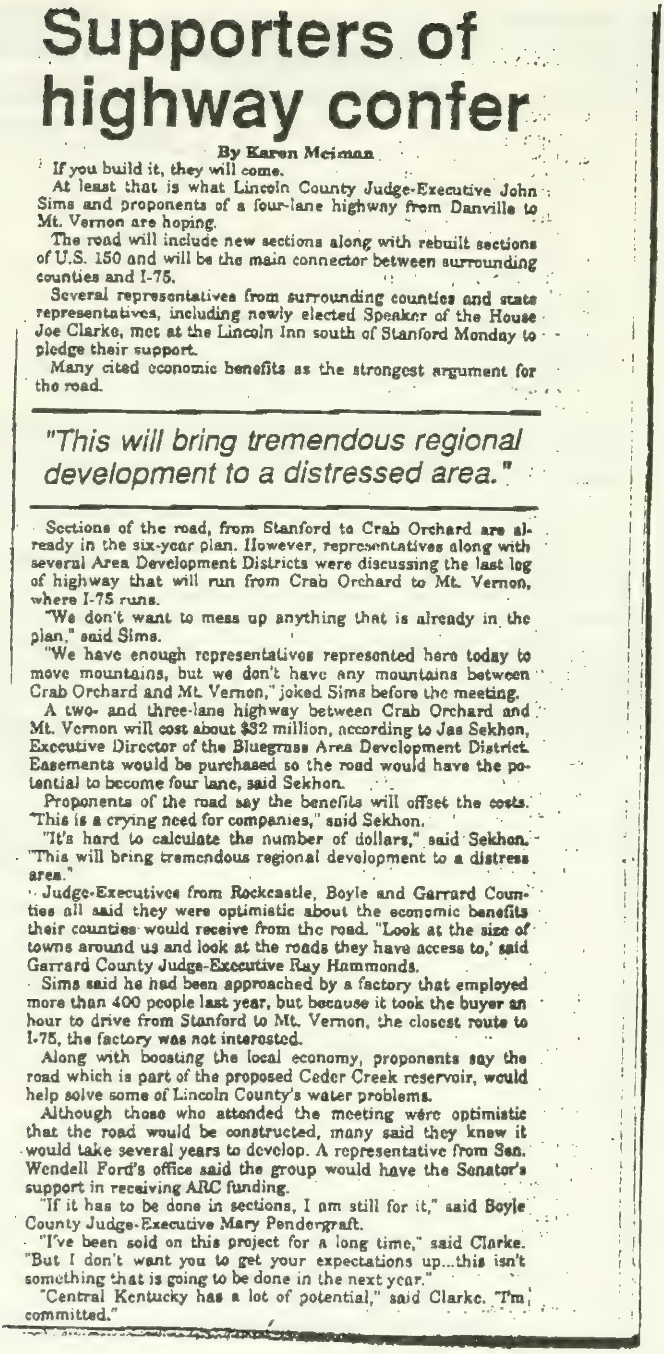
I am in full support of this proposed project and any help and consideration that you can give on the project will be greatly appreciated.

Please feel free to call me should you have any questions or if I can be of any assistance to you.

Sincerely,

Max Sleeth
Executive Vice President
HKM East

Manufacturer Of Automotive Brakes



Supporters of highway confer

By Karen Meiman

If you build it, they will come.

At least that is what Lincoln County Judge-Executive John Sims and proponents of a four-lane highway from Danville to Mt. Vernon are hoping.

The road will include new sections along with rebuilt sections of U.S. 150 and will be the main connector between surrounding counties and I-75.

Several representatives from surrounding counties and state representatives, including newly elected Speaker of the House Joe Clarke, met at the Lincoln Inn south of Stanford Monday to pledge their support.

Many cited economic benefits as the strongest argument for the road.

> *"This will bring tremendous regional development to a distressed area."*

Sections of the road, from Stanford to Crab Orchard are already in the six-year plan. However, representatives along with several Area Development Districts were discussing the last leg of highway that will run from Crab Orchard to Mt. Vernon, where I-75 runs.

"We don't want to mess up anything that is already in the plan," said Sims.

"We have enough representatives represented here today to move mountains, but we don't have any mountains between Crab Orchard and Mt. Vernon," joked Sims before the meeting.

A two- and three-lane highway between Crab Orchard and Mt. Vernon will cost about $32 million, according to Jas Sekhon, Executive Director of the Bluegrass Area Development District. Easements would be purchased so the road would have the potential to become four lane, said Sekhon.

Proponents of the road say the benefits will offset the costs. "This is a crying need for companies," said Sekhon.

"It's hard to calculate the number of dollars," said Sekhon. "This will bring tremendous regional development to a distress area."

Judge-Executives from Rockcastle, Boyle and Garrard Counties all said they were optimistic about the economic benefits their counties would receive from the road. "Look at the size of towns around us and look at the roads they have access to,' said Garrard County Judge-Executive Ray Hammonds.

Sims said he had been approached by a factory that employed more than 400 people last year, but because it took the buyer an hour to drive from Stanford to Mt. Vernon, the closest route to I-75, the factory was not interested.

Along with boosting the local economy, proponents say the road which is part of the proposed Ceder Creek reservoir, would help solve some of Lincoln County's water problems.

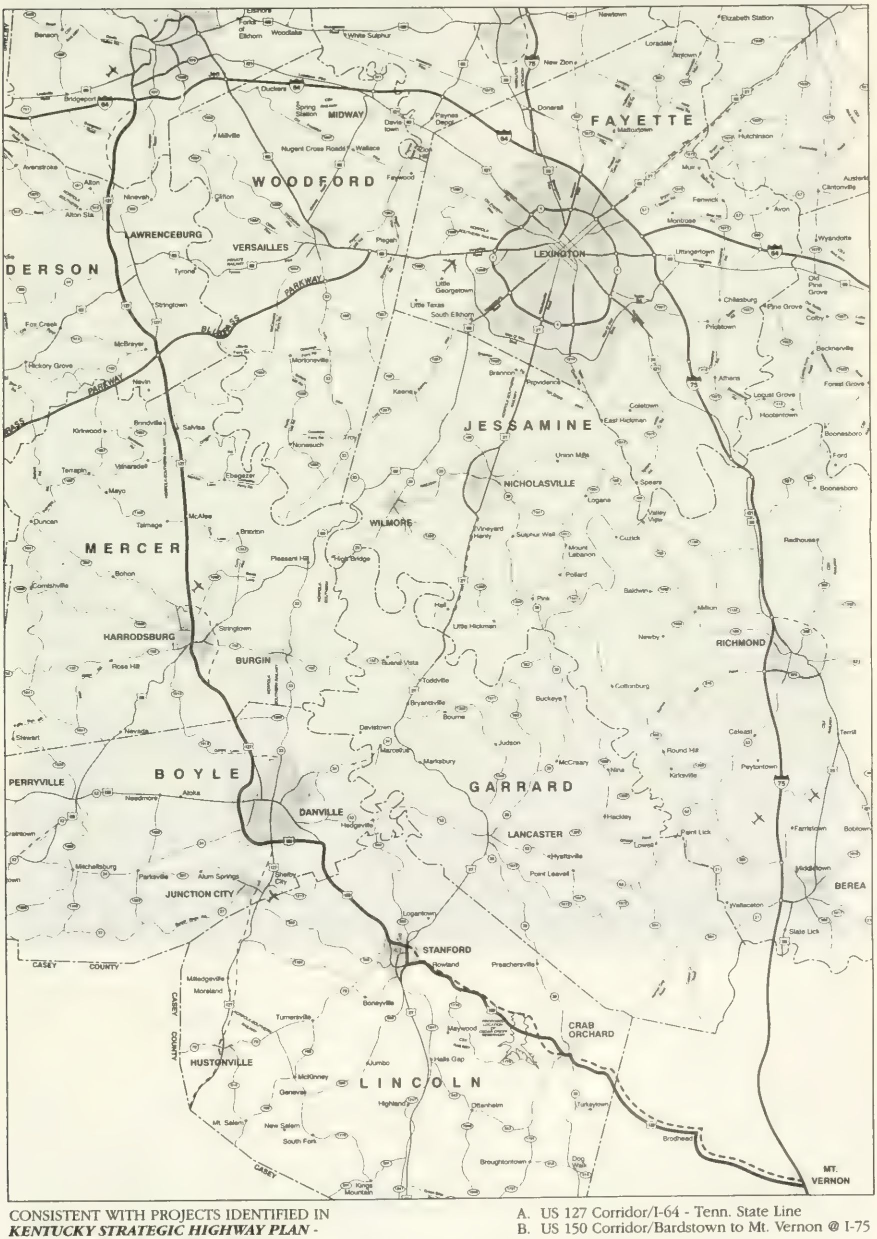
Although those who attended the meeting were optimistic that the road would be constructed, many said they knew it would take several years to develop. A representative from Sen. Wendell Ford's office said the group would have the Senator's support in receiving ARC funding.

"If it has to be done in sections, I am still for it," said Boyle County Judge-Executive Mary Pendergraft.

"I've been sold on this project for a long time," said Clarke. "But I don't want you to get your expectations up...this isn't something that is going to be done in the next year."

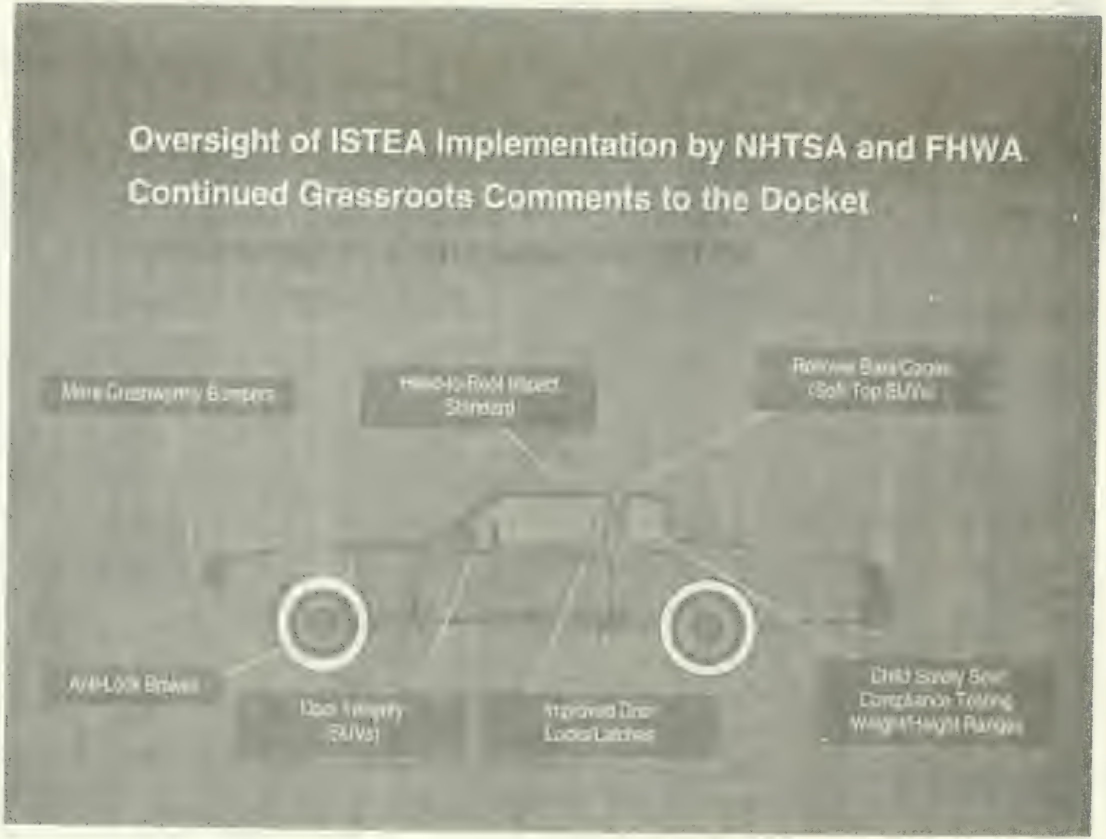
"Central Kentucky has a lot of potential," said Clarke. "I'm committed."

FRANKFORT • DANVILLE • MT. VERNON CORRIDOR



CONSISTENT WITH PROJECTS IDENTIFIED IN ***KENTUCKY STRATEGIC HIGHWAY PLAN - CORRIDORS 2010 (Sept. 1991).***

A. US 127 Corridor/I-64 - Tenn. State Line
B. US 150 Corridor/Bardstown to Mt. Vernon @ I-75



Oversight of ISTEA Implementation by NHTSA and FHWA
Continued Grassroots Comments to the Docket

More Crashworthy Bumpers

Head-to-Roof Impact Standard

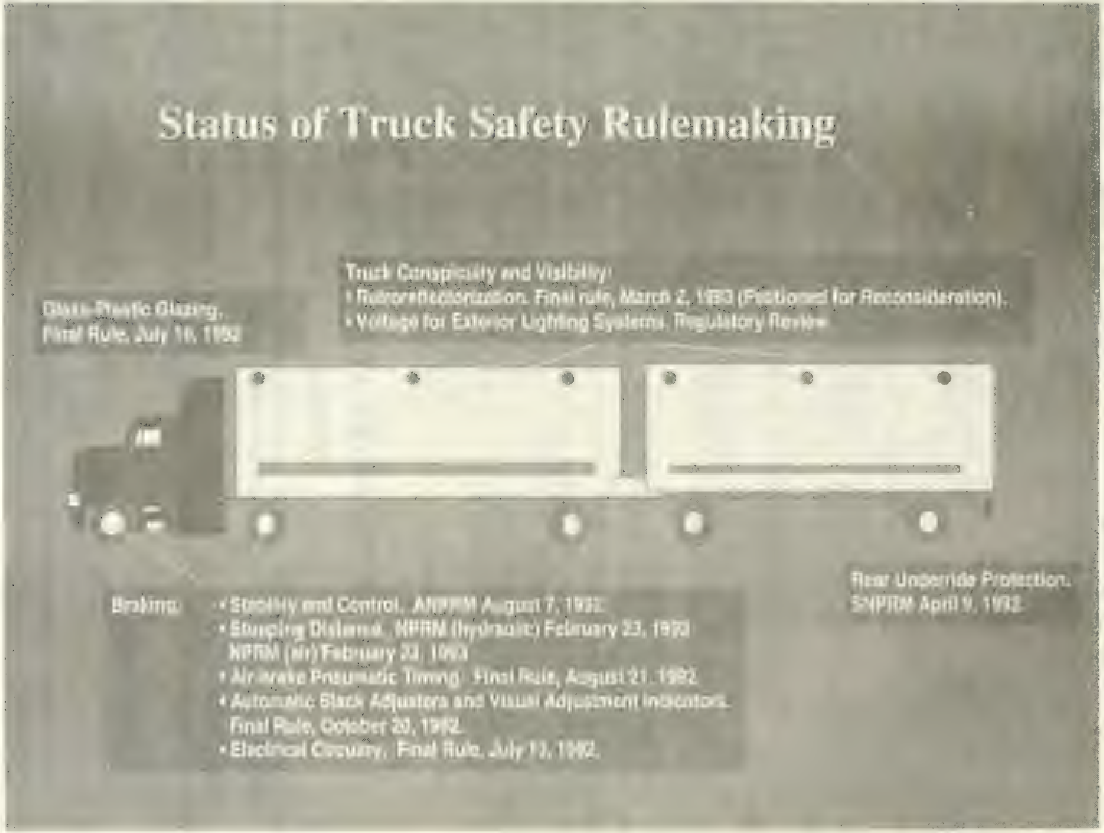
Remove Bars/Cages (Soft Top SUVs)

Anti-Lock Brakes

Door Integrity (SUVs)

Improved Door Locks/Latches

Child Safety Seat Compliance Testing Weight/Height Ranges



Status of Truck Safety Rulemaking

Glass-Plastic Glazing,
Final Rule, July 16, 1992

Truck Conspicuity and Visibility:
- Retroreflectorization. Final rule, March 2, 1993 (Petitioned for Reconsideration).
- Voltage for Exterior Lighting Systems. Regulatory Review

Rear Underride Protection.
SNPRM April 9, 1992.

Braking:
- Stability and Control. ANPRM August 7, 1992.
- Stopping Distance. NPRM (hydraulic) February 23, 1993
  NPRM (air) February 23, 1993
- Air Brake Pneumatic Timing. Final Rule, August 21, 1992.
- Automatic Slack Adjusters and Visual Adjustment Indicators.
  Final Rule, October 20, 1992.
- Electrical Circuitry. Final Rule, July 13, 1992.

Mr. **Baesler**. I might point, as you see, the I–75 connection is very important here which is, as you know, a major highway, Federal highway down through Kentucky and Tennessee and Florida and all on down. This is also Congressman Harold Rogers, also in his district at the same time and he was part of this project in this district which connects with Mount Vernon.

Judge **Sims**. Also Congressman Natcher has got part of Lincoln County in this district, and he is in support of this.

Mr. **Carr**. Who is he?

Judge **Sims**. He is from western Kentucky.

Mr. **Carr**. Do we have a dollar amount on this?

Judge **Sims**. Yes, sir, $32.4 million is the 1991 dollar estimate cost on it.

Mr. **Carr**. Is this route going to be on your State NHS submission?

Judge **Sims**. It is in the State six-year plan and it is set, the design portion that we are asking funding for is set for design in 1996.

Mr. **Baesler**. We will make sure it is on what you are asking, Mr. Chairman.

Mr. **Carr**. Mr. Wolf.

Mr. **Wolf**. I have no questions.

Mr. **Carr**. Thank you.

Mr. **Baesler**. Thank you.

Judge **Sims**. Thank you, yes.

Thursday, May 6, 1993.

ADVOCATES FOR HIGHWAY AND AUTO SAFETY

WITNESS

MICHAEL F. DINEEN, VICE PRESIDENT, FEDERATION RELATIONS, KEMPER NATIONAL INSURANCE COMPANIES

Mr. **Carr**. Our next witness will be my personal good friend, Mike Dineen, Vice President of Kemper National Insurance Company.

Welcome, Mike.

Mr. **Dineen**. Thank you very much, Mr. Chairman, Mr. Wolf. It is a pleasure for me to be here today.

I am here representing the Advocates for Highway and Auto Safety, which is a three-year-old organization made up of the nation's major property and casualty insurance companies as well as a variety of the consumer and highway safety groups. We appreciate the opportunity to testify, and I would ask that my full statement be made a part of the record.

Mr. **Carr**. It will.

Mr. **Dineen**. First I want to be emphasize that motor vehicle crashes in this country are reaching truly academic proportions. All of have you seen the data recently put out by the National Highway Traffic Safety Administration which indicate that crashes themselves cost us about $137 billion annually, and on a State-by-State basis, the figures are very impressive. In Michigan, it is a total of $5.6 billion. Virginia, my own State, of $3.2 billion. So it is a major national problem.

Your subcommittee has been very supportive in the past in funding for a variety of safety-related rulemaking and regulatory projects of NTSA and the Federal Highway Administration. We would urge you, and we do make some specific recommendations for increases in the NTSA budget with respect to research and rulemaking activities increased support for biomechanics research as well as full funding under the Section 402 communities grant programs authorized in ISTEA.

We do ask also for not supporting any restrictive language in your particular appropriations bill which would restrict the incentive grant program included in ISTEA Section 153, which encourages the States to enact seat belt and motorcycle helmet use programs. Twenty-two States have moved to enact those programs and we think that they are very salutary and will help reduce the loss of life also on the highways.

I would finally note that our organization is in strong support of H.R. 1719, which is the Danforth–Wolf High Risk Drivers Act that was recently introduced. It hasn't yet been authorized, but it would also provide an important incentive program for the States to address key highway safety issues, a five-year program.

And with that, I would conclude my testimony, and I know you all have had a very busy and long day. We appreciate the opportunity to testify.

[The prepared statement of Mr. Dineen follows:]

ADVOCATES
FOR HIGHWAY
AND AUTO SAFETY

Co-Chairs:
D Richard McFerson
President & CEO
Nationwide Mutual
Insurance Co
Andrew McGuire
Executive Director
Trauma Foundation
Executive Director:
Judith Lee Stone
Consumer and Safety Organizations:
Stephen Brobeck
Consumer Federation
of America
Joan Claybrook
Public Citizen
Clarence Ditlow
Center for Auto Safety
Donald Friedman
MCR Technology Inc
Jay R Halfon
New York Public Interest
Research Group
Ralf Hotchkiss
Wheeled Mobility Center
San Francisco State University
Janine Jagger, M PH , PhD
Virginia Head Injury Foundation
University of Virginia
Robert J. King
Mothers Against Drunk
Driving (MADD)
Robert F Larkin, M D , FACEP
American College of
Emergency Physicians
Stephen Teret
American Public Health
Association
Hubert Williams
Police Foundation
Insurance and Agents Organizations:
August P Alegi
GEICO
Patricia Borowski
National Association of
Professional Insurance Agents
Herman Brandau
State Farm Insurance Cos
Elizabeth White Call
Independent Insurance Agents
of America
John Conners
Liberty Mutual
Insurance Co
Dale S Hammond
The Travelers
Sonja Larkin-Thorne
ITT Hartford Insurance Group
Rodger S Lawson, PhD
Alliance of American Insurers
Gerald Maatman
Kemper National
Insurance Cos
Robert Vagley
American Insurance Association
Marie T van Luling
AEtna Life and Casualty

STATEMENT OF MICHAEL F. DINEEN
VICE PRESIDENT -- FEDERAL RELATIONS
KEMPER NATIONAL INSURANCE COMPANIES
REPRESENTING
ADVOCATES FOR HIGHWAY AND AUTO SAFETY
BEFORE THE HOUSE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION
MAY 6, 1993

Thank you, Mr. Chairman. I am Mike Dineen, Vice President for Federal Relations for Kemper National Insurance Companies. Kemper was a founding board member of Advocates for Highway and Auto Safety. Advocates is a coalition of consumer, safety and insurance organizations formed to promote changes in public policy to reduce deaths, injuries and economic costs associated with motor vehicle crashes and to curtail fraud and auto theft.

Thank you for the opportunity to testify. I ask that my full statement be included in the record and I will briefly summarize my testimony.

We commend your subcommittee for the leadership it has provided to our federal agencies to address the high toll, in both lives and dollars, resulting from motor vehicle crashes. We look forward to a continued productive relationship with this subcommittee under your chairmanship.

Your subcommittee's responsibility to assure that transportation safety is given a high priority is especially important now, given the many pressures on our nation's health care systems. Motor vehicle crash deaths and injuries are surely an epidemic.

I am sure you are familiar with the landmark documents, "Injury in America" and "Injury Control," which looked at the epidemic of injury in our nation, and the attention, or lack of attention, injuries, including motor vehicle crash injuries, receive.

As the summary of "Injury Control" stated, "By nearly every measure, injury ranks as one the nation's most pressing health problems. . . Much of the resources of

777 North Capitol Street, NE Suite 410 Washington, DC 20002 Tel: 202/408-1711 Fax: 202/408-1699
"Saved by the Air Bag" Club 800/659-BAGS

the nation's health care system is devoted to attending to injury victims, who occupy one of every eight hospital beds."

"Injury in America" found that:

- the societal costs of motor-vehicle crash injuries are second only to those of cancer, among the other leading causes of death;

- the direct costs resulting from motor-vehicle crash injuries are approximately twice those resulting from heart disease;

- the indirect costs of motor-vehicle crash injuries are especially high, because the average age at which injuries occur is much lower than the average ages at initial onset of the other leading causes of death.

Although these crashes exact a high toll for our society, prevention efforts receive far less support than efforts to prevent other public health problems. The research expenditures for all injuries totaled $112 million, with the 4.1 million years of life lost due to injury; cancer research expenditures were almost ten times higher -- $998 million -- for 1.7 million years of life lost; and heart disease and stroke research expenditures were $624 million, for 2.1 million years of life lost.

Investing in injury prevention is usually more cost-effective than investing in the prevention of disease. Solutions to injury problems are known. Or, as stated in "Injury in America," "Substantial decreases in current injury rates would result from research requiring substantially less support than is now expended on cancer and cardiovascular disease."

Recently, the National Highway Traffic Safety Administration (NHTSA) estimated the cost of motor vehicle crashes to our nation at more than $137 billion annually. On a state-by-state basis, these crashes cost Michigan $5.683 billion, Virginia $3.2 billion, Texas $8.38 billion, North Carolina $3.89 billion, and Illinois $7 billion in 1990.

Recent transportation appropriations acts have provided valuable direction to the U.S. Department of Transportation that will save lives, prevent injury and thus lower this enormous toll. We appreciate the subcommittee's interest in this issue and we hope the subcommittee takes advantage of additional opportunities in the Fiscal Year 1994 appropriations bill to further improve the safety of our nation's highways.

We must look closely at how government revenues are spent, especially at a time of budgetary constraints; as in the private sector, we must make wise investments. Experience has clearly shown that our investments in government safety regulations and policies have paid off well in decreases in deaths, injuries, and related costs due to motor vehicle crashes.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) created a solid framework for future federal investments that will to improve the mobility and safety of the travelling public by establishing an important safety agenda for the U.S. Department of Transportation.

Whether or not these objectives are met will be greatly influenced by the level of your subcommittee's involvement, interest and support.

I. NHTSA RULEMAKING ACTIVITIES

One of the major accomplishments of ISTEA was the inclusion of a safety agenda to be advanced by the National Highway Traffic Safety Administration (NHTSA). Attached are a list and a graphic chart of NHTSA regulatory activities and schedule required under ISTEA (Attachments A and B). Many of these rulemakings are to be completed during Fiscal Year 1994; the balance of the rulemakings are to be completed soon after.

Last year, to assure that the agency had the resources to stay on schedule, Congress increased the budget for NHTSA's rulemaking program and provided additional staff. We urge the subcommittee to retain and build upon these resources.

Let me mention just one of these rulemakings to explain why these rulemaking activities are so important. ISTEA directed NHTSA to complete a rulemaking on increased head injury protection by mid-1995. The agency has issued a Notice of Proposed Rulemaking (NPRM).

The standard is vital because head injuries are a significant proportion of severe and fatal crash injuries; severe head injuries may not be fatal but are one of the most costly injuries to society as well as tragic for victims and their families. For example, the life-time cost of care for a single severely-head injured individual can total millions of dollars.

Because of the scope and nature of the issue, this rulemaking is extremely technical and complex. It encompasses injury to motor vehicle passengers due to the pillars, rails and interior components and examines head-on as well as side impact crashes.

The agency has a statutory responsibility to issue a final rule by February 1995. This rule has the potential to make a significant contribution to preventing thousands of deaths and millions of injuries. Congress should assist the agency in meeting this ISTEA requirement by providing adequate resources.

Yet, with this ambitious agenda, the agency's FY 94 overall research budget which supports the agency's rulemaking activities would decrease by almost $2.2 million from the FY 1993 level. The FY 94 budget request for the NHTSA rulemaking program increases only $85,000 over FY 1993 appropriations. We are concerned that the agency's research and rulemaking requests are insufficient to support regulatory activities required under ISTEA as well as those identified by the agency for action in the coming fiscal year. Unfortunately, any funding and staff shortfalls in the rulemaking and research programs will likely translate into delayed and deferred action by the agency in implementing the vehicle safety provisions mandated by Congress.

We urge the Subcommittee to provide NHTSA with at least the FY 93 funding level for research, with the additional funds directed toward its crashworthiness research program, and additional funds of at least $350,000 for the rulemaking program to prevent delays in providing the American public these long-overdue safety improvements.

II. BIOMECHANICS RESEARCH

NHTSA asserts, and we agree, that biomechanics research is the cornerstone upon which many of the agency's performance-based safety initiatives and regulations are made.

That is why Advocates has supported increased resources for biomechanics research for the past three years, which has become even more vital because of the increased rulemaking responsibilities ISTEA requires NHTSA to initiate.

In each of the last two years, this Subcommittee responded to the need by budgeting $5 million for biomechanics research.

The need still exists for an adequately funded biomechanics research program. Advocates urges the Subcommittee to heed the findings and recommendations of the Transportation Research Board (TRB) in its report "Safety Research for a Changing Highway Environment" and provide $7 million this year for biomechanics research to meet the rulemaking requirements of NHTSA.

We also suggest that the Subcommittee direct NHTSA to provide detailed information about past year biomechanics' expenditures in order to ensure that funds are being appropriately expended.

III. HIGHWAY SAFETY GRANTS

A. Section 402, State and Community Highway Safety Grant Program

Another important aspect of federal support for improved highway safety is the grant program to the states for education, enforcement, training, and other safety programs.

The Section 402 State and Community Highway Safety Grant Program is the principal federal grant program to states. With relatively low funding levels for a national program, it assures that all 50 states, the District of Columbia, and the territories have in place fundamental traffic safety programs.

After many years of essentially level funding, the NHTSA Section 402 program authorization was substantially increased in ISTEA; for example, the Fiscal Year 1994 authorization for Section 402 is $143 million. We are pleased to see the Administration's request to increase this program to $123 million in FY 1994. However, the Administration's funding request is only 86% of the amount authorized and we believe that Section 402 needs and deserves additional funds.

We strongly urge the subcommittee to fund the Section 402 program at its fully authorized level.

B. Section 153, Motorcycle Helmet/Safety Belt Use Laws

Section 153, the provisions of ISTEA that encourage states to enact safety belt and universal motorcycle helmet use laws, has been very successful so far despite the fact it is a new, relatively small program. At least five states have enacted either a safety belt or all-rider motorcycle helmet use law since Section 153 took effect in December, 1991.

Section 153 encourages state action in two ways: providing incentive grants to states with both of these life-saving laws; and redirecting a small portion of a state's highway construction dollars into its safety programs if both laws are not in place by September 30, 1993.

This two-pronged approach is a fair and moderate means to provide federal leadership for state action; the fact that states are considering and adopting these laws shows this approach works.

We hope the Subcommittee will help to assure that Section 153 will be successful in its ultimate goal of seeing safety belt and all-rider motorcycle helmet use laws in all 50 states by taking two actions.

First, we urge the Subcommittee to provide full funding of the incentive grants available to states with both laws. Although ISTEA authorizes $24 million in FY 94 for this program, NHTSA has requested only $15 million. Unfortunately, this level of funding may not allow the states eligible for grants to receive full funding.

Twenty-two states and the District of Columbia have both safety belt and all-rider motorcycle helmet use laws. The Vermont legislature has just adopted a safety belt use law; if the governor signs the bill, as anticipated, the total will rise to 23. If all of these jurisdictions apply for grants, they would be eligible for more than $19 million in grants in FY 94. In addition, this total may increase over the year as additional states enact the necessary legislation.

We urge the Subcommittee to fully fund the Section 153 incentive grant program for the states such as Michigan, Mississippi, Pennsylvania, Virginia and Texas that have shown the political will necessary to save lives by enacting both safety belt and all-rider motorcycle helmet use laws. To do so will provide incentive to the remaining states to pass this life-saving legislation.

Secondly, we urge the Subcommittee to fully support Section 153. The House Public Works and Transportation Committee, which included this provision in ISTEA, has not expressed any interest in changing or repealing this important provision and we urge the members of this Committee to resist action which would undermine this effective program. As mentioned earlier, Section 153 would redirect a small portion of state construction dollars into state safety programs. The deadline by which states must act to avoid redirection is approaching, and efforts are underway in Congress to halt or postpone this redirection. Doing so would send the wrong signal to the states after both Houses of Congress acted decisively in ISTEA to promote safety belt and all-rider motorcycle helmet use laws. We strongly urge you not to weaken Section 153's redirection provisions.

The fact that a number of states adopted the necessary laws after Section 153 took effect to avoid redirection shows that adequate lead time was built into these provisions. States were given ample notice of the possibility of redirection.

Don't penalize the states like Maryland, Nebraska and West Virginia that responded to the sensible approach of Section 153 and now have both safety belt and all-rider motorcycle helmet use laws in effect. Hold firm on Section 153.

IV. TRUCK SAFETY

ISTEA contained a variety of important commercial vehicle safety provisions, which affect all highway users. When tractor-trailers crash, passenger vehicle occupants are the likely victims. In fatal crashes involving passenger cars and tractor-trailers in 1991, 98% of the people killed were occupants of the passenger vehicle.

We were glad to see provisions in ISTEA to halt the spread of longer and heavier trucks. However, we are concerned that the implementation of the freeze on longer combination vehicles (LCVs) will not live up to Congress' intent.

For example, we understand that the Federal Highway Administration (FHWA) is apparently accepting undocumented affidavits from both motor carriers and states on purported operations of LCVs. We were concerned, during consideration of ISTEA, that it would be difficult to truly "freeze" LCV operations if claims of existing operations could be accepted without solid proof. Under this approach, we will not see a true "LCV freeze," but "LCV creep."

We are also concerned that FHWA's definitions of a "temporary re-routing" and "divisible load" will allow abuses.

Finally, the Federal Highway Administration (FHWA) is behind schedule on implementing the freeze; ISTEA directed the agency to issue the final regulation by June 1992, but FHWA has not even closed the second NPRM docket for comments.

In this area, as in a variety of other commercial vehicle safety directives in ISTEA, the agency is not meeting the schedule mandated by Congress and is frequently also not meeting Congress' intent.

We urge the Subcommittee, through its oversight responsibilities, to ensure that FHWA implements the LCV freeze as envisioned by Congress and moves expeditiously to meet its statutory deadlines.

Attached is a chart indicating the key truck safety rulemakings before the agencies and their timetables (Attachment C).

In conclusion, we urge you, Mr. Chairman, and this Subcommittee to increase resources at all levels for highway safety as you craft the Fiscal Year 1994 Transportation Appropriations bill. Advocates believes that the safety gains achieved in the 102nd Congress with the enactment of ISTEA should not be delayed because of inadequate resources.

Every year approximately 40,000 people die and millions are injured on our highways. This toll is especially bitter because many of these deaths and injuries affect our youth and could have been prevented with effective highway and automobile safety countermeasures. There is no doubt these programs work and save lives. With a relatively small investment in safety, we can save lives, prevent injuries, reduce federal, state, and local costs and spare families the trauma of a loss or a lifetime of pain.

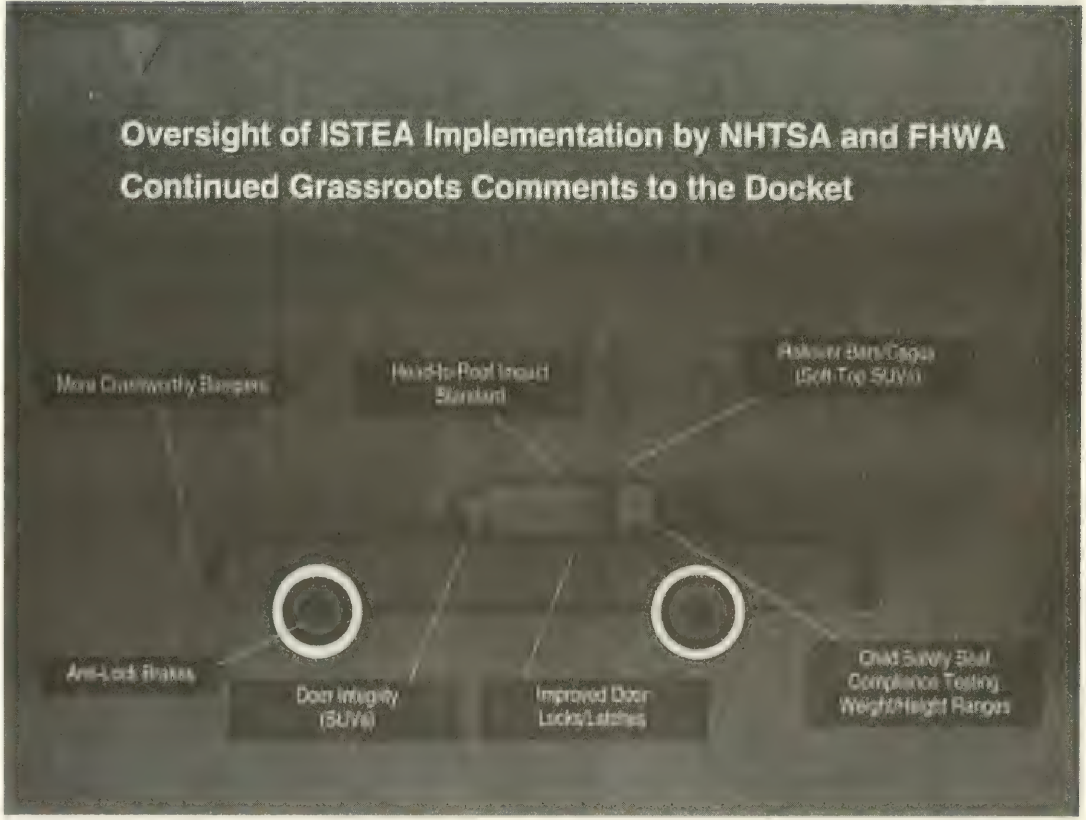
Thank you for the opportunity to testify on these important issues.

Attachment A

Status of Major NHTSA Rulemakings Required by ISTEA

Safety Issue	Notice	Date Issued	Dates for Completed Action
Vehicle Rollover Standard	ANPRM	Jan. 3, 1992	Mar. 2, 1994
Safety Belt Design (Comfort/Fit)	ANPRM	May 29, 1992	July 28, 1994
Child Booster Seats	ANPRM	May 29, 1992	July 28, 1994
Side Impact Protection	ANPRM	June 5, 1992	Aug. 4, 1994
Improved Truck Brake Performance	ANPRM	June 8, 1992	Dec 7, 1993 (if extended June 7, 1994)
Head Impact Protection	NPRM	Feb. 8, 1993	Feb. 7, 1995 (agency must issue Final Rule)
Passenger Car Brake Performance	ANPRM	by Dec. 31, 1993	Dec. 30, 1996
Air Bag Installation	NPRM	Dec. 14, 1992	Sept. 1, 1993 (agency must issue Final Rule)

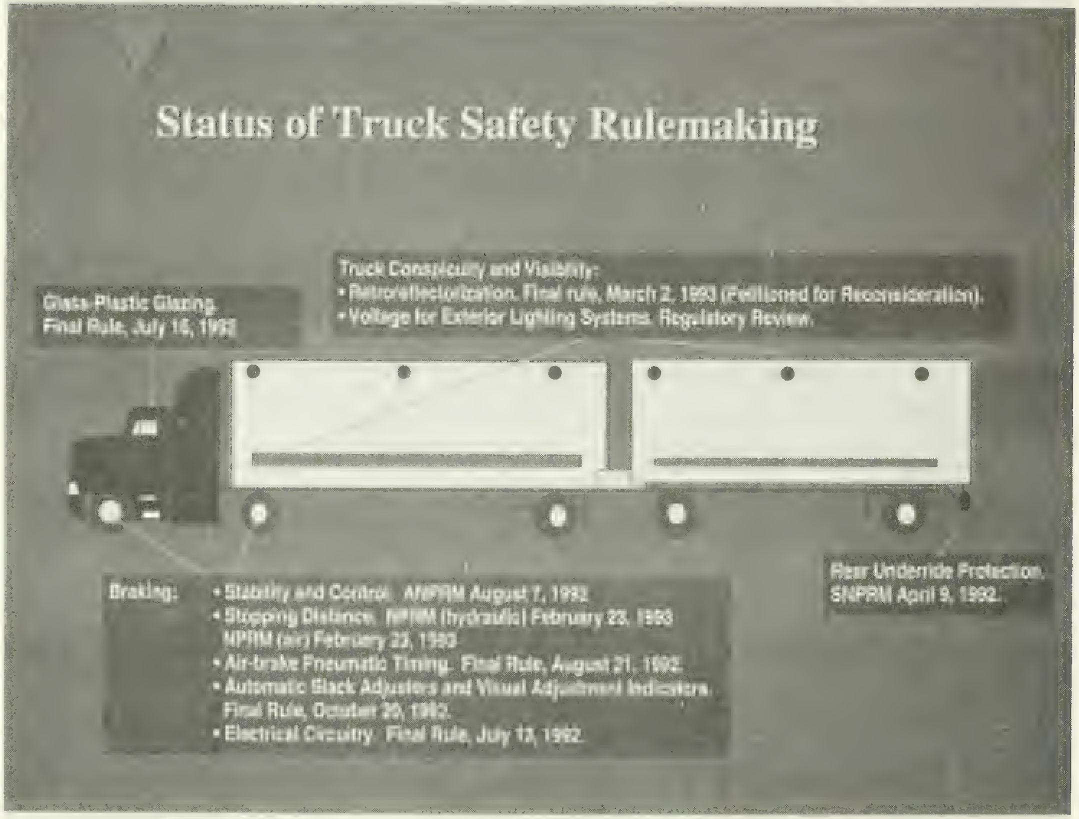
Attachment B



Oversight of ISTEA Implementation by NHTSA and FHWA

Continued Grassroots Comments to the Docket

More Crashworthy Bumpers
Head-to-Roof Impact Standard
Rollover Bars/Cages (Soft-Top SUVs)
Anti-Lock Brakes
Door Integrity (SUVs)
Improved Door Locks/Latches
Child Safety Seat Compliance Testing, Weight/Height Ranges



Status of Truck Safety Rulemaking

Glass-Plastic Glazing.
Final Rule, July 16, 1992

Truck Conspicuity and Visibility:
- Retroreflectorization. Final rule, March 2, 1993 (Petitioned for Reconsideration).
- Voltage for Exterior Lighting Systems. Regulatory Review.

Braking:
- Stability and Control. ANPRM August 7, 1992
- Stopping Distance. NPRM (hydraulic) February 23, 1993 NPRM (air) February 23, 1993
- Air-brake Pneumatic Timing. Final Rule, August 21, 1992.
- Automatic Slack Adjusters and Visual Adjustment Indicators. Final Rule, October 20, 1992.
- Electrical Circuitry. Final Rule, July 13, 1992.

Rear Underride Protection.
SNPRM April 9, 1992.

Mr. Carr. I have some questions but given your endorsement of 1718. I might turn the mike on over to Mr. Wolf. Is it 1719?

Mr. Dineen. 1719.

Mr. Carr. I will turn the microphone over to Mr. Wolf.

Mr. Wolf. Thank you, Mr. Chairman.

Mike, I appreciate your comments and appreciate your endorsement. We will use that in trying to get cosponsors. We got a couple of endorsements today that we are going to send around.

I consider and am still thinking about offering an amendment to ban radar detectors in trucks. Some people on the Public Works Committee have spoken to me and I guess if they were able to convince me that they are going to move ahead, I would not. But do you have any thoughts about radar detectors in trucks, or particularly radar detectors in trucks carrying hazardous materials?

Mr. Dineen. We think it is a major problem. The Insurance Institute for Highway Safety has done a very comprehensive study which has shown that 52 percent of the large trucks in this country, in a survey that they did, have radar detectors. The only reason to have one in a truck is, we think, to use it to successfully evade the speed laws, and we realize that there is more than one opinion on that, but we are of the view that radar detectors themselves encourage illegal behavior.

Mr. Wolf. Could you submit that for the record, a summary of it, and then get a copy to my office?

Mr. Dineen. I can.

Mr. Wolf. I haven't decided what I am going to do. In fairness to the Public Works Committee, if they were actually going to do something, then I think I would probably be reluctant to do it. But I would like to just get your sense.

Mr. Dineen. I would be pleased to submit that for the record.

Mr. Wolf. Thank you, Mr. Chairman.

[The information follows:]

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May 12, 1993

Hon. Bob Carr
Chairman
Subcommittee on Transportation
Committee on Appropriations
2358 Rayburn House Office Building
Washington, D. C. 20515

Dear Mr. Chairman:

During the course of my testimony before your subcommittee on May 6, 1993, in response to a question posed by Congressman Wolf dealing with the use of radar detectors in commercial vehicles I promised to provide a copy of a report on this subject completed by the Insurance Institute for Highway Safety in 1990. A copy of this report is forwarded herewith. A one paragraph abstract of the report appears immediately behind the cover page of this document.

I appreciated having the opportunity to testify before the Subcommittee on behalf of the Advocates for Highway and Auto Safety.

Sincerely,

Mike Dineen

Michael F. Dineen

Enclosure

cc: Hon. Frank Wolf
Ranking Minority Member

Ms. Carol Stroebel
Associate Director
Advocates for Highway and Auto Safety

Mr. Charles Hurley
Senior Vice President
Insurance Institute for Highway Safety

Radar Detector Use in Trucks in 17 States

Nancy Teed
Allan F. Williams

November 1990

INSURANCE
INSTITUTE
FOR
HIGHWAY
SAFETY

ABSTRACT

Radar detector use and speeds of large trucks were measured on interstate highways in 17 states throughout the continental United States. Data were collected from a passenger van traveling below the truck speed limit using a "radar detector detector" (RDD) device to determine radar detector use and nondetectable radar to measure speeds. At least 52 percent of all trucks and 50 percent of trucks carrying hazardous materials were using radar detectors. Among tractor-semitrailers, at least 59 percent were using radar detectors with rates ranging from 39 percent in California to 69 percent in Oklahoma. Trucks with radar detectors were more likely than those without radar detectors to be traveling at illegal speeds. Overall radar detector use among trucks in these largely midwestern and western states was considerably higher -- about one and a half times -- than that observed in an earlier study conducted in seven eastern states.

INTRODUCTION

In the spring of 1990 information on radar detector use and speeds of large trucks was obtained on interstate highways in seven eastern states.[1] Data were collected from a passenger van traveling slower than the 55 mph truck speed limit for those states. A "radar detector detector" (RDD) device was used to determine radar detector use in trucks that passed the van,[2] and nondetectable radar was used to measure truck speeds.

Overall, at least 36 percent of all trucks observed were using radar detectors and at least 40 percent of tractor-semitrailers (trucks with one trailer) were doing so. For an additional 16 percent of the trucks, it was established that a radar detector was operating in the vicinity, but it could not be determined with certainty that it was in the truck. Trucks with radar detectors in use were more likely than those without to be traveling at excessive speeds. Individual state radar detector use rates for tractor-semitrailers were: Connecticut, 40 percent; Delaware, 52 percent; Maryland, 38 percent; New Jersey, 41 percent; New York, 38 percent; Pennsylvania, 46 percent; Virginia, 37 percent. At the time of the study, radar detector use was legal in all states except Connecticut and Virginia. Subsequent to the study, New York enacted a law banning radar detector use in vehicles weighing more than 18,000 pounds.[3]

This paper reports the results of an additional survey that was conducted during the summer of 1990 to obtain data on truck radar detector use and speeds on interstate highways in several additional states located throughout the continental United States.

METHODS

Data on trucks were collected from a van traveling interstate highways throughout the United States roughly making a loop from East to West and back following Interstate 80 westbound and Interstate 40 eastbound (Figure 1). Radar detector use is legal in all 17 states where data were collected. The speed limit for trucks in these states ranged from 55 mph to 65 mph. The states, interstate routes, and truck speed limits are listed in Table 1.

All data were collected during daylight hours (7:30 a.m.-7:30 p.m.) during the summer of 1990. Target vehicles were large trucks including tractor-semitrailer trucks (one trailer), twin-trailer trucks, triple-trailer trucks, bobtails (tractors without trailers), and straight trucks. Straight trucks are single unit trucks with gross vehicle weight greater than 10,000 pounds (e.g., large step vans and dump trucks).

This work was supported by the Insurance Institute for Highway Safety.

Figure 1
States Traveled in Radar Detector Use Survey

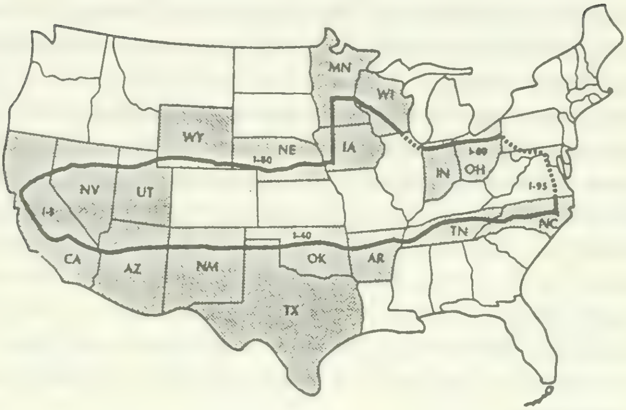

Table 1
States with Truck Speed Limits for Interstate Roads Surveyed

States	Truck Speed Limit	Interstates
Arkansas	65*	I-40
Arizona	65*	I-40
California	55	I-40, I-80, I-5, I-58
Iowa	65*	I-80, I-35, I-358
Indiana	55/65**	I-80, I-90
Minnesota	65*	I-35, I-94
North Carolina	65*	I-40, I-64, I-95
Nebraska	65*	I-80
New Mexico	65*	I-40
Nevada	65*	I-80
Ohio	55	I-80, I-90, I-480, I-71, I-76
Oklahoma	65*	I-40
Tennessee	65*	I-40
Texas	60	I-40
Utah	65*	I-80
Wisconsin	65*	I-90
Wyoming	65*	I-80

* On urban portions of interstates and on designated portions of rural interstates, the truck speed limit is 55 mph.

** The speed limit is 55 mph for vehicles over 26,000 pounds and 65 mph for vehicles less than 26,000 pounds. On some portions of Interstates 80 and 90, the speed limit was designated as 60 mph.

A three-person team in the observation van traveled about 5 mph below the truck speed limit in the right lane and collected data on trucks traveling in the same direction as they passed the observation van. Data were collected on vehicle type, radar detector use, speed, and whether the truck displayed hazardous material placards.

Radar detector use was determined using the Interceptor VG-2 radar detector detector (RDD), which is a device that picks up the leakage of microwave signals emanating from all radar detectors.[4] The audible and visual indicators on the RDD increase in intensity when a vehicle equipped with a radar detector approaches and diminish sharply as soon as it passes. The RDD was aimed out the large window behind the driver at approximately 30 degrees off the longitudinal axis of the van toward the oncoming traffic. In some instances, the RDD signal did not drop off after the target truck passed the observation van. This usually occurred in dense traffic and indicated that a vehicle equipped with a radar detector was located nearby, but it could not be determined with certainty which vehicle contained the radar detector. When this occurred, the observed truck was coded as possibly using a radar detector.

Speeds of large trucks were measured with a nondetectable K-band radar unit (retuned slightly by the manufacturer so that it could not be picked up by commercial radar detector units). The radar was positioned on the observation van's dashboard in front of the passenger seat and aimed through the van's windshield at an angle 5 degrees to the left of the van's longitudinal axis. Speed measurements were taken when the truck crossed the radar beam. Each reading was increased by 0.5 mph because the retuned radar unit displayed truncated speeds (e.g., a true speed of 54.9 mph would be displayed as 54 mph). This amount was then corrected for measurement bias due to the observation angle and radar frequency. The observation angle correction, which adjusts the speed upward to compensate for the angle between the observed vehicle's path and the aim of the radar beam, was obtained by dividing the speed by the cosine of the angle. The radar frequency correction is a manufacturer's calibration factor that compensates for the fact that speeds measured by nondetectable radar are 1.45 percent lower than those measured by conventional K-band radar; it was obtained by dividing the speed by 1.0145.

$$\text{Speed} = (\text{Observed Speed} + 0.5) / [1.0145 * \cos(5 \text{ degrees})].$$

RESULTS

Information on radar detector use was obtained for 1,723 trucks that passed the observation van in the 17 states. Overall, 52 percent of the trucks were using radar detectors (Table 2). For an additional 8 percent it could not be determined with certainty whether the radar detector that had been detected was in the truck. The 52 percent use rate is thus a minimum estimate of radar detector use. Tractor-semitrailers, which accounted for 81 percent of the observations, had a minimum use rate of 59 percent, with use possible but uncertain for an additional 7 percent.

Of the 64 trucks observed with placards indicating that they were carrying hazardous materials, 50 percent were definitely using radar detectors, with possible use by an additional 6 percent.

Table 3 presents information on radar detector use in trucks by state. For tractor-semitrailers, minimum radar detector use rates ranged from 39 percent in California to 69 percent in Oklahoma. If possible use is included, then radar detector use rates could range from 42 percent in California to 76 percent in Oklahoma. For all trucks, minimum radar detector use ranged from 31 to 64 percent, and from 35 to 73 percent if possible use is included. The variation in the percentages of trucks with possible radar detector use was largely due to different traffic densities among the states and the related difficulties of identifying specific vehicles with radar detectors in heavy traffic.

Speed measurements were obtained for 1,438 (91 percent) of the 1,584 trucks for which radar detector use was known with certainty. Speeds were sometimes unobtainable in high traffic density situations or during wet weather. The truck speed limit was 65 mph for 57 percent of observations,

Table 2
Radar Detector Use By Truck Type

Truck Type	Number Observed	Percent Radar Detector Use	
		Yes	Possible
Tractor-Semitrailer Trucks	(1,395)	59	7
Twin-Trailer Trucks	(111)	29	5
Triple-Trailer Trucks	(2)	100	0
Bobtails	(18)	50	6
Straight Trucks	(188)	17	15
Other/Unknown	(9)	33	33
Total	(1,723)	52	8

Table 3
Radar Detector Use By State

State	Truck Speed Limit	Tractor-Semitrailers Number Observed	Tractor-Semitrailers Percent Radar Detector Use Yes	Tractor-Semitrailers Percent Radar Detector Use Possible	All Trucks Number Observed	All Trucks Percent Radar Detector Use Yes	All Trucks Percent Radar Detector Use Possible
Arkansas	65	(88)	64	8	(103)	56	8
Arizona	65	(74)	64	3	(90)	59	3
California	55	(163)	39	3	(243)	31	4
Iowa	65	(69)	52	10	(81)	48	10
Indiana	55/65	(99)	57	14	(105)	57	13
Minnesota	65	(19)	*	*	(20)	*	*
North Carolina	65	(72)	53	12	(102)	45	14
Nebraska	65	(119)	66	5	(132)	60	5
New Mexico	65	(103)	68	7	(124)	60	6
Nevada	65	(58)	48	2	(77)	43	3
Ohio	55	(136)	63	12	(173)	57	16
Oklahoma	65	(72)	69	7	(81)	64	6
Tennessee	65	(166)	60	9	(202)	52	12
Texas	60	(48)	65	2	(52)	62	2
Utah	65	(22)	*	*	(38)	58	5
Wisconsin	65	(21)	*	*	(23)	*	*
Wyoming	65	(66)	64	3	(77)	61	3
All States**		(1,395)	59	7	1,723	52	8

* Percentages not given when fewer than 25 trucks observed.
** Includes data from Minnesota, Utah, and Wisconsin.

55 mph for 38 percent of observations, and 60 mph for 5 percent of observations (Table 4). Table 5 presents information on the percentage of trucks observed exceeding the speed limit for interstates with 55 mph and 65 mph truck speed limits. (Observations when the speed limit was 60 mph were too few in number to analyze.) As shown, the lower the speed limit, the more likely were trucks to exceed it. However, regardless of the speed limit, trucks with radar detectors exceeded the limit more often than did those without radar detectors. On interstates with a 65 mph speed limit, more than twice as many trucks with radar detectors were observed traveling at least 5 mph over the speed limit and three times as many were traveling at least 10 mph over the speed limit. On interstates with a 55 mph speed limit about one and one-half times as many trucks with radar detectors were observed traveling at least 10 mph over the speed limit and more than twice as many were traveling at least 15 mph over the speed limit. The results were similar for tractor-semitrailers as for all trucks.

Table 4
States Surveyed and Number of Observations By Truck Speed Limit

		Truck Speed Limit		
State	**Total**	**55 mph**	**60 mph**	**65 mph**
Arkansas	86	7	--	79
Arizona	83	1	--	82
California	179	179	--	--
Iowa	72	8	--	64
Indiana	83	43	25	15
Minnesota	15	1	--	14
North Carolina	85	54	--	31
Nebraska	114	10	--	104
New Mexico	107	--	--	107
Nevada	67	10	--	57
Ohio	134	134	--	--
Oklahoma	69	--	1	68
Tennessee	170	88	--	82
Texas	46	--	46	--
Utah	35	3	--	32
Wisconsin	19	4	--	15
Wyoming	74	--	--	74
Total	1,438	542	72	824
Percent		38	5	57

Table 5
Speeds of Trucks With and Without Radar Detectors Exceeding the Speed Limit

			Percent Exceeding Limit		
Truck Speed Limit	**Detector Use**	**Number**	**by ≥ 5 mph**	**by ≥ 10 mph**	**by ≥ 15 mph**
55 mph					
	Yes	(279)	76	33	8
	No	(263)	65	21	3
65 mph					
	Yes	(496)	28	6	1
	No	(328)	12	2	1

DISCUSSION

Radar detector use rates were considerably higher on interstate highways in the 17 states surveyed in the present study (59 percent for tractor-semitrailers) than in the seven eastern states surveyed in a previous report (40 percent).[1] Among the 17 states, only California had a use rate less than 40 percent, probably because the California Highway Patrol does not use radar to enforce speed limits on any roads where they have exclusive jurisdiction. If California is excluded from the results, the tractor-semitrailer radar detector use rate for the remaining 16 states is 61 percent. For all 24 states surveyed to date, about one-half of the tractor-semitrailers (49 percent) and trucks carrying hazardous materials (48 percent) had radar detectors in use. In both surveys, trucks with radar detectors in use have been found to be traveling faster than trucks not using radar detectors, whatever the speed limit. It is clear from these surveys that many trucks on interstate highways are using radar detectors and that the use of radar detectors is associated with illegal speeds.

References

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2. Technisonics Industries Limited, 1989. Operator's Manual - Interceptor VG-2 Microwave Receiver. Mississauga, Ontario.

3. State of New York Legislation. SB 7950A, 213th Leg., 1990 New York Laws.

4. Lund, Adrian K.; Schmidt, Scott; Freedman, Mark; Preuss, Anthony C.; and Ciccone, Michael A. 1990. Performance Under Controlled Conditions of the VG-2 Radar Detector Detector. Arlington, VA: Insurance Institute for Highway Safety.

617NT.SLF

Mr. CARR. I don't know whether you were here earlier today when the folks from the Ryder Trauma Center were here, Dr. Augenstein.

Mr. DINEEN. I was not, Mr. Chairman.

Mr. CARR. We had a discussion a few days ago about the need for clinical research at NHTSA. NHTSA apparently is of two minds. If you force the money on them they will spend it, but they won't ask for it. I am wondering if you have had a chance to think about the role of clinical research.

Mr. DINEEN. We are supportive of that research. We think it can lead to ways in which motor vehicles and highways can be improved and future losses averted.

Mr. CARR. NTSB, curiously, is much more interested, it appears, in the clinical research of accidents, than NHTSA is.

What would your thought be about providing them the support? After all, NTSB, we think of them in the context of more public activities, which generally are airlines, airline fatalities. They, after all, are the experts in post-crash analysis. Maybe NTSB is the place to put the control of clinical research and let NHTSA continue with their biomechanical engineering bias.

Mr. DINEEN. That might be promote. The Members of the safety board have in recent years, it seems to me, expanded the mission of that particular agency. They have gotten involved, for example, in administrative license revocation issues and other things that were not traditionally in my memory a part of their mission of the they have been working with the States very directly in capacity. I think that that research could very well be very productive.

The transportation research board, which is part of the Academy of Sciences, has recommended an increase in the NHTSA research budget similar to the one we recommended. We think the money could be very well spent and considering the size of the losses, the $137 billion we are losing in auto accidents every year, I just think it is very worthwhile, a very good investment by the criteria you have set forth to gauge other programs coming before the subcommittee.

Mr. CARR. It is a bit of a ghoulish activity to talk about and think about. But every time there is an auto accident, there is an opportunity to learn something from it.

Mr. DINEEN. Right. Correct.

Mr. CARR. It seems to me we are not really taking full advantage of that.

Anyway, thank you for being here. We appreciate your help with the committee.

Mr. DINEEN. We appreciate the time to testify. Thank you.

THURSDAY, MAY 6, 1993.

AMERICA'S COALITION FOR TRANSIT NOW

WITNESS

ROBERT C. BROWN, SENIOR VICE PRESIDENT, LEHMAN BROTHERS, PUBLIC FINANCE

Mr. CARR. Our next witness will be from the Coalition for Transit Now, Mr. Robert Brown.

We appreciate your being here, Mr. Brown. I understand from my sheet of paper, you are a Senior Vice President of Lehman Brothers in the public finance area. We might want to ask you about a whole host of things, not just transit.

Mr. BROWN. I read in this morning's paper and picked up a copy of your investment criteria asking a lot of the same kinds of questions we ask when we look at projects.

Mr. CARR. I am serious about it. We have found in our research over the last three months—and we did have some help from the investment community, but really in fairness not as much as we would have liked—we found that gathering up information about standards and investment criteria in public projects is somewhat hard to do from the perspective of public decision making.

So we are trying to broaden our base of knowledge and our committee needs help in that area. If something occurs to you on the plane, train, or however you got here on the way home, write us a letter or come back and visit with us.

But anyway, you are here for a difference purpose today. Your statement will be made a part of the record, and we will ask you to summarize.

Mr. BROWN. Thank you.

I am here on behalf of Transit Now. Lehman Brothers is one of 179 firms and organizations that are members of that coalition, which began last year to support the enactment—or began two years ago to support enactment of the ISTEA legislation. I have a list of all those members, which I request also be included with my statement in the record.

Mr. CARR. They will be.

Mr. BROWN. Mr. Chairman, Transit Now enthusiastically supports the President's fiscal year 1994 budget request of $4.6 billion in funding for the Federal transit administration. This funding level will provide a stable resource for needed capital investment for transit systems of all sizes and for operating assistance.

We share that view, and I can tell you as someone who is in the business of finance and investment banking, that is a stable and a predictable source of funding is critical to a sound future oriented infrastructure policy.

The $4.6 billion appropriated for FTA funding will assist in the replacements of overage transit vehicles. You have heard a lot about that this afternoon from the various transit property witnesses that have been here. It will allow investments to be made in capital improvements and necessary support facilities, and permit the operators of rail transit systems to continue to upgrade and modernize their systems.

This level of funding will also allow transit operators to implement transit-related provisions contained in the Americans with Disabilities Act and the Clean Air Act.

I should point out, Mr. Chairman, the administration has not requested an increase in operating assistance caps. As this committee knows, these caps have not been increased in 10 years. I would just note, to put a little perspective on that, that the major participation at the Federal level in transit is on the capital side.

On the operating side, less than 10 cents of every dollar spent for operating and maintenance comes from the Federal Government, and you heard some encouraging numbers from some of the earlier witnesses about the proportion of operating expenses that systems are beginning to cover out of the fare box. A number of systems around the country have set a goal of 50 percent for their programs.

Operating assistance is important, however, for meeting the new Federal requirements for implementation of ADA and the new drug and alcohol testing provisions, and these kinds of Federal mandates do increase operating costs, and they may cause a strain on the budgets of transit systems.

The President's budget request makes significant strides towards realization of flexible and increased funding goals set out under the ISTEA legislation.

We consider ISTEA the single most important piece of transportation legislation since the Urban Mass Transportation Act was signed into law 25 years ago, with the single exception, Mr. Chairman, of your fiscal year 1994 appropriations bill.

The coalition's principal goal is to work toward full funding of ISTEA in the long term. If not this year, certainly next year. It is our view that the funding levels ISTEA sets out really do accurately reflect true legitimate transit needs.

Mr. Chairman, Transit Now is aware that the subcommittee has strongly supported transit funding in the past, and that you face difficult resource allocation decisions among the many competing needs within the jurisdiction of your bill.

Transit Now believes that strong support for transit funding is necessary and warranted, and we are willing to work on your behalf for increased transit funding by developing support from other Members of the House, the Members of the Senate, and the public as well.

The coalition has worked very actively in building grassroots support for transportation and transit specifically for the last several years, first, as I said, in conjunction with the ISTEA legislation, and now in connection with funding of the ISTEA authorization levels.

Mr. Chairman, I also would ask to be included with my statement today several letters that we have from Transit Now coalition members in support of the President's budget request. I have one of those today, and we would, with your permission, submit several additional ones in the next few days.

That concludes my testimony. Thanks very much for the opportunity to be here.

[The prepared statement of Mr. Brown follows:]

AMERICA'S COALITION FOR
TRANSITNOW

TESTIMONY OF ROBERT C. BROWN

Senior Vice President
Lehman Brothers, Public Finance
on behalf of
America's Coalition for Transit NOW

BEFORE THE

SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

Thursday, May 6, 1993

CAMERA COP

AMERICA'S FUTURE RIDES ON TRANSIT
BUS ▪ SUBWAY ▪ LIGHT RAIL ▪ HOV LANE ▪ CARPOOL ▪ VANPOOL ▪ COMMUTER RAIL ▪ HIGH SPEED RAIL
1317 F STREET, NW 6TH FLOOR WASHINGTON, DC 20004 202-638-0215 FAX 638-7045

Mr. Chairman, good evening and thank you for this opportunity to testify as an outside witness. My name is Robert C. Brown and I am a Senior Vice President of Lehman Brothers, Public Finance based in New York. We are one of 179 firms and organizations that are members of America's Coalition for TRANSIT NOW.

Lehman Brothers is pleased to be an active partner in the TRANSIT NOW Coalition which includes business and environmental interests, health care and disability groups, financial institutions and a broad range of other interests. What brings us together in this Coalition is a belief that public transit offers opportunities for improving the economy, increasing the mobility and productivity of this nation's workforce, and has a positive impact on the environment and health care costs.

TRANSIT NOW has been active in reaching out to those not ordinarily associated with mass transit to energize support for the passage and effective implementation of the Intermodal Surface Transportation Efficiency Act (ISTEA), the transit pass provisions that were contained in last year's Comprehensive Energy Policy Act, as well as budget and appropriations initiatives that will increase funding for transit programs. A complete listing of TRANSIT NOW members is being provided for the record along with my written statement.

TRANSIT NOW enthusiastically supports the President's FY 1994 budget request of $4.6 billion in funding for the Federal Transit Administration. The budget document notes that "this funding level will provide a stable resource for needed capital investment at transit systems of all sizes and for operating assistance." We share that view. As someone familiar with investment, I can tell you that a stable source of funding is critical to a sound, future-oriented infrastructure policy.

The $4.6 billion proposed for FTA funding will assist in the replacement of over-age transit vehicles, allow investments to be made in capital improvements and necessary support facilities, and permit the operators of rail transit systems to continue to upgrade and modernize their systems. Importantly, this level of funding will also allow transit operators to implement transit related provisions contained in the Americans with Disabilities Act and the Clean Air Act. I should point out, however, that the Administration has not requested an increase in operating assistance caps. As you are aware, these caps have not increased in 10 years. Operating assistance is important for meeting the new requirements for implementation of ADA and new drug and alcohol testing provisions. While setting important goals, these unfunded mandates may cause a serious strain on the budgets of transit systems throughout the country.

This request makes significant strides toward the realization of flexible and increased funding goals set out under the

Intermodal Surface Transportation and Efficiency Act (ISTEA). TRANSIT NOW considers ISTEA the single most important piece of transportation legislation since the Urban Mass Transportation Act was signed into law more than 25 years ago, with the exception, of course, being your FY 1994 appropriations bill. The Coalition's principle goal is to work toward full funding of ISTEA if not for FY 1994, certainly for FY 1995. It is Transit Now's view that the funding levels set out in ISTEA more accurately reflect true transit needs.

President Clinton's proposal is in sharp contrast to the 12 previous years' budget requests, which have been significantly below the level of actual Congressional appropriation action.

Mr. Chairman, I am aware that this subcommittee has strongly supported transit funding in the past. I realize, however, that you face difficult resource allocation decisions among the various competing needs within the jurisdiction of your bill. TRANSIT NOW believes that your strong support for transit funding is necessary and warranted. We are willing to work on your behalf for increased transit funding by developing support from other members of the House, members of the Senate, and the public for enthusiastic support of your bill and the $4.6 billion funding request for transit.

Thank you for this opportunity to testify in support of the FY 1994 budget request for the Federal Transit Administration.

# # #

AMERICA'S COALITION FOR
TRANSITNOW

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William Agee
Chairman and CEO
Morrison Knudsen Corporation

William Coleman
Former Secretary of Transportation

Jim Florio
Governor of New Jersey

Neil Goldschmidt
Former Secretary of Transportation
Former Governor of Oregon

Maynard Jackson
Mayor of Atlanta

Jim Thompson
Former [illegible]

Kathryn Whitmire
[illegible]

Pete Wilson
[illegible]

■

Bruce M. Fried
[illegible]

Transit NOW Members

As of May 6, 1993

ABB Traction Inc.
A.B.P. Inc.
ACUSON
Aetna Insurance Company
Alliance of American Insurers
Alliance for a Paving Moratorium
Alliance to Save Energy
Amalgamated Transit Union, AFL-CIO
American Association on Mental Retardation
American Chamber of Commerce Executives
American Council of the Blind
American Consulting Engineers Council
American Institute Of Architects
American Insurance Association
American Lung Association
American Pedestrian Association
American Planning Association
American Public Health Association
American Public Transit Association
Amphion Environmental, Inc.
Angeles Corporation
Association for Commuter Transportation
Association for Public Transportation, Inc.
Association for Retarded Citizens of the United States
ACORN-Association of Community Organizations for Reform Now
Atlanta Chamber of Commerce
Atlantic Track and Turnout Co.
AVX Corporation
Barton-Aschman Associates, Inc.
Bay Area Council
Bear Stearns & Co.
Building Owners and Management Association International
Cartwright & Goodwin, Inc.
Catholic Golden Age
Central Hudson Gas & Electric Corporation
Chase Securities, Inc.
Chemical Securities, Inc.
Chicago Association of Commerce and Industry
Child Welfare League of America
Coach and Car Equipment Corporation
Community Transportation Association of America
Computer & Communication Industry Association
Consoer, Townsend & Associates
Conservation Foundation of DuPage County
Consumer Federation of America
Dames & Moore
Daniel, Mann, Johnson & Mendenhall
De Leuw, Cather & Company
Dean Witter Reynolds Inc.
Del-Jen Inc.
Deloitte & Touche
Delon Hampton & Associates
Detroit Diesel Corporation
The Detroit Edison Company
Dillon, Read & Co., Inc.
Disability Rights Education and Defense Fund
Dumont Electrical Inc.
Edison Electric Institute
Ehrlich Bober & Co., Inc.
Electrack Division of EMJ/McFarland-Johnson Engineers, Inc.
Epilepsy Foundation of America
Fluor Daniel, Inc.
Frederick R. Harris, Inc.

The First Boston Corporation
The Flxible Corporation
Gannett Fleming, Inc.
GenCorp Polymer Products
General Electric
Giggs & Hill, Inc.
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Goodwill Industries of America, Inc.
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Greater Philadelphia First Corporation
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Institute for Transportation & Development Policy
Institute for Urban Transportation
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J.P. Morgan Securities
J.W. Leas & Associates
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Katherine McGuinness & Associates, Inc.
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National Association of Counties
National Association of Development Disabilities Councils
National Association of Families Caring for Elders
National Association of Independent Insurers
National Association of Industrial and Office Parks
National Association of Private Residential Resources
National Association of Protection and Advocacy Systems
National Association of Transit Consumer Organizations
National Association of Meal Programs
National Association of Nutrition and Aging Service Programs
National Association of Railroad Passengers
National Association of Regional Councils
National Consumers League
National Council of Senior Citizens
National Council on the Aging
National Council on Independent Living
National Easter Seal Society
National Growth Management Leadership Project
National Industries for the Severely Handicapped
National Interstate Insurance Agency, Inc.
National Jobs with Peace Campaign
National League of Cities
National Multiple Sclerosis Society
National Rural Electric Cooperative Association
National Urban Coalition
National Urban League
National Womens Political Caucus
The Nettleship Group
New Flyer Industries, Ltd.
New York Building Congress
New York Chamber of Commerce and Industry
New York City Partnership
Older Womens League
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Parsons Brinckerhoff Quade & Douglas, Inc.
Penn-Soft Services, Inc.
Philadelphia electric Company
Portland General Corporation
Portland Metropolitan Chamber of Commerce
The Promus Companies
Public Financial Management, Inc.
Pryor, McClendon, Counts, & Co., Inc.
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Ricon Corporation
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Sierra Club
Simon & Company, Inc.
Spina Bifida Association of America
Stone & Webster Engineering Corporation
The Stride Rite Corporation
Summit Communications
Transportation Communications Union, AFL-CIO

Transport Workers Union, AFL-CIO
Transportation Manufacturing Corporation
Transportation Trades Department, AFL-CIO
United Auto Workers, AFL-CIO
United Cerebral Palsy Associations, Inc.
United Transportation Union, AFL-CIO
United States Conference of Mayors
Universal Coach Parts, Inc.
Urban Engineers
Vapor Corporation
Weslin Consulting Services, Inc.
Western Insurance Information Services
Wisconsin Power and Light Company
WR Lazard Laidlaw & Mead, Inc.

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BERGMAN
Deputy Director

May 6, 1993

Honorable Bob Carr
Chairman, Subcommittee on Transportation
and Related Agencies
Committee on Appropriations
United States House of Representatives
2358 Rayburn Office Building
Washington, DC 20515

Dear Mr. Chairman:

United Cerebral Palsy Associations, Inc. urges you to support full funding of the President's FY 1994 request for the Federal Transit Administration (FTA).

UCPA is a national organization of over 180 affiliates who advocate for and/or provide service for persons with cerebral palsy and other severe and multiple disabilities and their families. UCPA is firmly committed to assuring quality services for persons with severe physical and multiple disabilities which reflect best practice, which recognize competence and choice, and which assure opportunities for increased independence, productivity and integration into the home, the school, the workforce and the community.

The $4.6 billion request for mass transit assistance is intended to provide a stable resource for needed capital investment at transit systems of all sizes and for all operating assistance. These funds will assist in the replacement of over-age transit vehicles, allow investments to be made in capital improvements and necessary support facilities, and permit the operation of rail transit systems to continue to upgrade and modernize their systems. *Importantly, this level of funding will also allow system operations to implement transit related provisions contained in the Americans with Disabilities Act.*

Your subcommittee has strongly supported transit funding in the past. We realize that you face difficult resource allocation decisions among the various competing needs within the jurisdiction of your bill. United Cerebral Palsy Associations, Inc. believes that your strong support for transit is necessary and warranted.

We urge your subcommittee to fully fund the President's $4.6 billion request for transit.

Thank you for your consideration.

Sincerely,

Lee Schneider

Lee Schneider
Chair, Governmental Activities and Advocacy Committee

Mr. CARR. We thank you for being here, and we thank you for your recognition that while ISTEA reflects transit needs, it does not reflect transit resources or transportation resources. And we gratefully accept your offer to help find the resources.

Let me just ask you to help some of your members tone down the full funding of ISTEA mantra until we have the resources. It is not helpful to this committee to be constantly bludgeoned with the full funding of ISTEA mantra when the funding isn't there.

I also appreciate your recognition that stable funding is as important as the amount of funding. This committee has taken great pride, and I don't think it has been recognized, your statement is one of the few that recognizes that stability of funding or predictable for planning purposes is often more important than the amount of money you get.

If we were to accede to the wishes of all those who recite the full funding of ISTEA mantra, we would have a funding level that would be up and down and up and down and up and down. It would be very hard to plan, particularly if you are into buses. That is the worst thing you can do to a bus manufacturer is buy 3,000 buses one year and 1,000 the next. You cause layoffs, you cause diseconomies.

So you take a very enlightened perspective, and we appreciate it.

Mr. Wolf.

Mr. WOLF. I have no questions. Just one comment. You must be pretty good at what you are doing by looking forward to the future. You start out by saying, Mr. Chairman, good evening, thank you for this opportunity. How did you know you would be here in the evening? Have you been at these hearings before?

Mr. DINEEN. The scheduled time was 6:30. It is not dark yet, but it is after 6:00.

Mr. WOLF. Thank you.

Mr. DINEEN. Thank you, Mr. Chairman.

Mr. CARR. We are serious. If you have any comments or suggestions or criteria on those suggestions, let us know.

THURSDAY, MAY 6, 1993.

COMMERCIAL SPACE TRANSPORTATION

WITNESS

EDWARD A. O'CONNOR, JR., EXECUTIVE DIRECTOR, SPACEPORT FLORIDA AUTHORITY

Mr. CARR. Our next witness will be Edward A. O'Connor, Jr., Executive Director, Spaceport Florida Authority.

Welcome. We have your statement. It will be made a part of the record. We would ask if you might summarize in the interests of getting us all to dinner, getting both Mr. Wolf and I to our families, which are important to us.

Mr. O'CONNOR. Chairman Carr, I appreciate this opportunity, and that you would like to be with your families rather than being here listening about Spaceport issues.

I would like to provide for the committee written testimony as well from Representative Bacchus, who was not able to join with us tonight, the State of Alaska, the State of California, as well as the written testimony you have alluded to provided by Florida.

[The information follows:]

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Congress of the United States
House of Representatives

JIM BACCHUS
15TH DISTRICT, FLORIDA

MEMBER:
BANKING, FINANCE AND URBAN AFFAIRS COMMITTEE

SCIENCE, SPACE AND TECHNOLOGY COMMITTEE

SELECT COMMITTEE ON CHILDREN, YOUTH AND FAMILIES

May 6, 1993

The Honorable Bob Carr
2347 Rayburn House Office Building
Washington, DC 20515

Dear Bob:

I regret that I am not able to attend your hearing today because I am traveling to my district. I do want to express my appreciation to you and to the members of the Appropriations Subcommittee on Transportation for your time and attention to the testimony of Mr. Edward A. O'Connor, the Executive Director of the Spaceport Florida Authority. Mr. O'Connor is a nationally recognized leader in promoting and furthering the commercialization of space, and I believe you will find his remarks to be very incisive and informative.

I wholeheartedly concur with Mr. O'Connor's assessment that the United States must do more to improve our space transportation infrastructure if we are to reverse our loss of market share in commercial launches and remain competitive in this vital and growing area of commerce. I join him in urging you to appropriate $10 million in Fiscal Year 1994 for the space transportation infrastructure grant program that the Congress authorized in the NASA Authorization Act of 1992, Public Law 102-588. A growing number of states are exploring the establishment of space transportation infrastructure and would benefit economically from the annual funding of such a program. With the number of commercial launches projected to increase tremendously in the coming years, now is the time to act if these launches are to leave from American spaceports rather than from the jungles of French Guiana or the steppes of Central Asia.

Again, thank you for allowing Mr. O'Connor to testify. I would welcome the opportunity to discuss this issue further with you.

With warmest regards,

Sincerely,

Jim

Jim Bacchus
Member of Congress

PRINTED ON RECYCLED PAPER

Mr. O'Connor. I would also like to introduce Mr. Don Smith, representing California's interest in space and space launch infrastructure and transportation issues. Mr. Pat Ladner from Alaska was unable to attend because of operational needs in the State of Alaska.

I would like to affirm for the State of Florida the vital urgency of reinvestment in our space transportation infrastructure. Fifteen years ago, 100 percent of the world's market in space transportation for commercial activity was controlled and operated from U.S. launch sites using our assets.

Today, 15 years later, we have less than 40 percent of the market, and we are running it at a very inefficient, cost-intensive manner.

The trend is very negative. We have not seen the entry into the marketplace of the Japanese with your new launch vehicles and activities, the Russians or the Chinese. The only thing that has been holding them off is trade issues and potentials for market allocation.

The U.S. launch companies and our transportation structure is dependent upon 30-year-old technology. The Federal Government has been the sole source of investment for new space transportation infrastructure since the beginning of our space program. It has been a very expensive investment.

We believe there are new options available to us at this time. We feel in the State governments, as evidenced by Florida's efforts to establish a Spaceport and funded with State dollars, Alaska's efforts, California's efforts, all developing spaceports putting State funds on the line, look for new answers to the infrastructure investment problems of space.

We feel it is a tremendous opportunity, a big payback that can be accomplished through some small investments in space activity. Last year we spent considerable time with the authorization committees pointing out to them the value of State assistance and participation in infrastructure investment.

Last year, through the NASA authorization, they approved a grant program which today we are asking to be funded by this committee. The authorization is for a matching program where State governments and private industries can look to the Federal Government for limited matching funds.

It is anticipated the total need is for a $10 million grant program. Very small in the context of our space investment, but a big multiplier.

When you look at the payback ratio, which we all look at nowadays with the limited funds available to government, we look at launchpads and launch activities and other investments in infrastructure that can be adapted from the military activities and combined with modern industrial control techniques and modern investment in infrastructure and flight elements.

In Florida, we have looked at examples whereby State government participating in a grant program, we can take what would be individual investments by three launch companies and by modifying existing equipments, we can do the whole job for $5 million. This has been validated. We are right now going through some cost-validation techniques that prove this is indeed the case.

What we are trying to do with an investment participation of the Federal Government through a grant program is to take the investments that are already being made by major aerospace companies. Honeywell of Minneapolis, Minnesota has invested money needed for a dynamic, robust commercial program. It is today's technology that is used in other areas. It can be applied to space.

Thiokol, located in Utah, has invested in excess of $40 million in developing a new rocket motor, perfectly suited for a new market niche.

Recently the Department of Transportation identified that there is a need to launch in excess of 300 satellites of the small lower earth orbit category, for cellular communications support, data communications, systems such as iridium where the United States is in the lead for providing technology for communication.

But if you look at our capability to launch such systems, and we have none. There is no launch site that can support that requirement. The companies are now looking overseas, looking at proton rockets from Russia where they can be sold as surplus military assets at a non-market-driven price. They are looking to go overseas because we cannot support with modern infrastructure the needs of the industry.

These very industry partners are now working with State government saying, We would love to do it here in the United States, but we need some help, and they are the ones who are validating the numbers of combining resources. We can do things for $5 to $10 million at a State level that individually would require them to put money in great excess of that into systems.

We limit our commercial space enterprise because we really only have three potential launch locations in the United States. These particular launch sites in California, Florida, and even in Alaska are Government dependent, federally controlled launch sites.

The States are looking for the opportunity to extend to companies like Orbital Sciences from Virginia, who has a tremendous fleet of new rockets they are developing, to give them the places that they can launch from.

If you look at the Federal budget requirements on the Air Force and the Navy and the Army who support through military spending this infrastructure, they don't have the budget authority nor do they have the mission directive to make that investment.

In our mind and in the mind, I believe, of the three States represented here today, we look to State governments working with industry, working with some participation in enablement from this committee to give these companies that opportunity to go and explore this market.

It has been validated. We see it coming on line. The iridium program is being funded. Orbital Sciences just recently announced a major investment in communication satellites with Canada. And again, they have no place to launch these systems. They are struggling. We lost market share. I believe we can regain that market share.

I appreciate this opportunity to speak to you this evening.

[The prepared statement of Mr. O'Connor, Jr., follows:]

STATEMENT OF

EDWARD A. O'CONNOR, JR.
Executive Director
Spaceport Florida Authority
STATE OF FLORIDA

BEFORE THE

U.S. HOUSE OF REPRESENTATIVES
Committee on Appropriations
Transportation Subcommittee

May 6, 1993

Mr. Chairman and Members of the Subcommittee:

Thank you for providing me with this opportunity to communicate to you the views of the State of Florida on space transportation and our nation's eroding competitive position in this strategic international segment of transportation. Last year I provided the subcommittee with testimony on this issue and the vital importance of removing impediments to the infrastructure of the space transportation industry. I bring to you this year updated information that includes both good news and bad news.

The bad news is that during the past year, the competitive position of the United States has continued to erode. The nation's most formidable competitor in space transportation -- Europe's Arianespace consortium -- has claimed an additional three per cent of the world space transportation market, bringing their total market share to 57.4 per cent. China has increased its market share to almost 4 per cent and is expected to further increase its share in the future.

And a new and even more formidable competitor -- Russia -- has entered the international marketplace with its first contract to launch a U.S. satellite. Further, on the horizon of the international marketplace is future and additional competition from the nations of Japan, India, and Brazil.

As you may know, the cost of a single medium-class commercial launch is in the range of $45 to $70 million. That means the loss of a single commercial launch to an international competitor is a loss of $45 to $70 million to the nation's gross national product. It is also a loss of about 400 U.S. high tech jobs and a further imbalance of international trade in a segment of the nation's economy that has long been a leader in exports.

There are two pieces of good news. First, the international market for space transportation is expected to expand dramatically between the years 1994 and 2000. During that time, the U.S. satellite industry is currently projecting the need to launch more than 300 satellites. Although a smaller number of launches is actually expected to occur, the nation's space transportation system must beyond its current limits to meet this demand. The alternative is a continued erosion of U.S. market share.

I would like to take this opportunity to compliment the Air Force for its aggressive actions to improve the military capability to support not only their own missions, but to also accommodate commercial launch activities. General Horner, commander of the Space Command, has been a strong supporter of commercial space development and has stated that an active commercial space component will help reduce the cost of Federal launch activity through increased production rates and new innovations.

Second, the State Governments and Industry are now willing to work with the Federal Government to turn the tide, to reclaim the nation's market share in the international marketplace for space transportation. No longer is it necessary for the Federal Government to continue its full funding of the infrastructure that is necessary to support the nation's space transportation system.

Instead, State Governments -- including the State of Florida -- are willing to share that burden by investing in space transportation infrastructure. The reason that State Governments are willing to make this investment is to keep as well as to create high-paying, high tech jobs.

Because our nation's space transportation system is out of date and costly to maintain, the U.S. and its states will lose both revenue and jobs to our international competitors. State Governments, including the State of Florida, have already begun to invest in the nation's space transportation system.

During the past three years, Florida has invested more than $3 million in programs aimed at improving U.S. competitiveness in space transportation. And other states, such as Virginia, Alaska, California, New Mexico, and Hawaii are making similar investments. But the States cannot continue to do so without the Federal Government as a partner.

Industry has also begun to invest in the nation's space transportation system. For example, Minnesota's Honeywell Corporation has made a $90 million investment in avionics systems to be utilized in the existing and new space transportation system. And Thiokol Corporation of Utah has invested more than $40 million in its creation of a new rocket motor, the Castor 120. Other companies such as Orbital Sciences Corporation, EER, and International Microspace of Virginia, and the American Rocket Company of California have also recently invested millions of dollars to improve the U.S. space transportation system.

The State Governments and Industry are now proposing to make additional investments in the nation's space transportation infrastructure through a matching grant program in which the Federal Government, State Governments, and industry participate. Such a grant program was both created within the Department of Transportation and authorized in the amount of $10 million under the NASA Authorization Act of 1992, Public Law 102-588. An excerpt of the relevant part of that law is attached to this testimony.

It is now time -- in the fiscal year 1994 budget of the Department of Transportation -- to provide an appropriation in the amount of $10 million for the space transportation infrastructure grant program. Providing this $10 million appropriation is an important step toward establishing 21st Century Infrastructure to reclaim the nation's space transportation system and its competitiveness.

It is an action that will directly benefit the several states in which space transportation infrastructure is or will be located -- including Florida, Virginia, Texas, New Mexico, Alaska, Hawaii, California, Alabama, and Mississippi. It is an action that will also benefit the states in which no infrastructure is located but in which space transportation hardware is built -- including Michigan, Minnesota, Texas, Colorado, and Utah.

In order to illustrate the potential benefits of the space transportation infrastructure grant program, I will provide to you an example of what could be achieved at one site of space transportation infrastructure -- Cape Canaveral. For a total investment of $5 million -- only half of which would be provided by the Federal Government -- a commercial launch complex could be developed at an underutilized Launch Complex at Cape Canaveral Air Force Station.

Unlike current launch complexes which serve only one type of launch vehicle, this modified Launch Complex would accommodate a variety of small-class launch vehicles for a variety of launch service companies. Our agency expects that the Launch Complex could be configured -- with State Government participation -- for use by at least three U.S. commercial launch companies. This would establish a permanent system at Cape Canaveral that does not currently exist, to launch small-class satellites that are now under development for the new generation of communications satellites that have been and are being developed for worldwide application.

If there is no grant program, the space transportation infrastructure at the Launch Complex will not be modified and at least three separate companies would be required to individually invest in new space transportation infrastructure _if_ available locations at Cape Canaveral could be identified. And it is important to note that the total cost of those separate efforts would exceed $39 million -- compared to a total investment of $5 million through the grant program, only half of which is funded by the Federal Government.

As my previous testimony has established, there is an immediate need for the space transportation infrastructure grant program. A decision by this Committee to appropriate $10 million in fiscal year 1994 for that purpose would well serve the nation.

I look forward to answering any questions you may have.

Public Law 102-588
102d Congress

An Act

To authorize appropriations to the National Aeronautics and Space Administration for research and development, space flight, control and data communications, construction of facilities, research and program management, and Inspector General, and for other purposes.

Nov. 4, 1992
[H.R. 6135]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

National Aeronautics and Space Administration Authorization Act, Fiscal Year 1993.

SECTION 1. SHORT TITLE.

This Act may be cited as the "National Aeronautics and Space Administration Authorization Act, Fiscal Year 1993".

TITLE I—AUTHORIZATION OF APPROPRIATIONS

SEC. 101. FINDINGS.

Congress finds that—

(1) investments in research and development are directly linked to long-term productivity and economic growth;

(2) as a major driver of advanced technology, the space program can play a major role in the Nation's reinvestment in civilian research and development;

(3) in addition to carrying out the Nation's goals in science and exploration, the space program makes a significant and direct contribution to the national employment base and, through the development of advanced technologies, will contribute to sustaining a healthy employment base and economy in the future;

(4) the long-term health of the United States space program is critically dependent on maintaining a stable and continuously evolving core program of science, space transportation, space exploration, space technology, and space applications;

(5) such a core program must be based on a realistic projection of resources that will be available and, in the near term, should not exceed inflationary growth;

(6) in addition to carrying out a core space program, international leadership, technological advancement, and expanded scientific knowledge will be enhanced by an expanded space program based on special initiatives in science, exploration, space transportation, space technology, and space applications;

(7) the Nation's space program can provide a productive environment for utilizing the skills of scientists and engineers formerly involved in the Nation's defense sector;

(8) civil space activities of the United States, whether made possible by, or in response to, Cold War strategic competition with the Soviet Union, must, in an era of declining political conflict, mature as instruments of United States foreign policy, and grow to support the national interest during the post-Cold War era;

launch sites, launch support facilities, space recovery sites, and space recovery support facilities, required to perform launch or space recovery activities;

(13) the term "State" means the several States, the District of Columbia, Puerto Rico, American Samoa, the United States Virgin Islands, Guam, the Northern Mariana Islands, and any other commonwealth, territory, or possession of the United States; and

(14) the term "United States" means the States, collectively.

SEC. 503. EXTENSION OF GOVERNMENT PAYMENT OF EXCESS THIRD PARTY CLAIMS.

Section 16(b)(5) of the Commercial Space Launch Act (49 App. U.S.C. 2615(b)(5)) is amended by striking "the date that is five years following the date of enactment of the Commercial Space Launch Act Amendments of 1988" and inserting in lieu thereof "January 1, 2000".

15 USC 5803.

SEC. 504. LAUNCH VOUCHER DEMONSTRATION PROGRAM.

(a) COMMERCIAL SPACE VOUCHER DEMONSTRATION PROGRAM; EFFECTIVE PERIOD.—The Administrator shall establish a demonstration program to award vouchers for the payment of commercial launch services and payload integration services for the purpose of launching payloads funded by the Office of Commercial Programs within the National Aeronautics and Space Administration to become effective October 1, 1993. Such program shall not be effective after September 30, 1995.

(b) AWARD OF VOUCHERS.—The Administrator shall award vouchers under subsection (a) to appropriate individuals as a part of grants administered by the National Aeronautics and Space Administration for the launch of—

(1) payloads to be placed in suborbital trajectories; and

(2) small payloads to be placed in orbit.

(c) ASSUMPTION OF CERTAIN RESPONSIBILITIES.—In carrying out the demonstration program established under subsection (a), the Administrator, in awarding vouchers, is limited to the launch of payloads funded by the Office of Commercial Programs within the National Aeronautics and Space Administration.

(d) ASSISTANCE.—The Administrator may provide voucher award recipients with such assistance, including contract formulation and technical support during the proposal evaluation, as may be necessary, to ensure the purchase of cost effective and reasonably reliable commercial launch services and payload integration services.

(e) REPORT.—The Administrator shall conduct an ongoing review of the program established under this section, and shall, not later than January 31, 1995, report to Congress the results of such a review, together with recommendations for further action relating to the program.

15 USC 5804.

SEC. 505. SPACE TRANSPORTATION INFRASTRUCTURE MATCHING GRANTS.

(a) DEFINITIONS.—For the purposes of this section—

(1) the term "commercial space transportation infrastructure development" may include—

(A) the construction or improvement of space transportation infrastructure within the United States;

(B) the engineering and designing of such space transportation infrastructure; and

(C) technical studies to define how new or enhanced space transportation infrastructure can best meet the needs of the United States commercial space transportation industry;

(2) the term "project" means a project (or separate projects submitted together) for the accomplishment of commercial space transportation infrastructure development, including the combined submission of all projects to be undertaken at a particular site in a fiscal year;

(3) the term "project grant" means a grant of funds by the Secretary to a sponsor for the accomplishment of one or more projects;

(4) the term "public agency" means a State or any agency of a State, a municipality or other political subdivision of a State, or a tax-supported organization;

(5) the term "Secretary" means the Secretary of Transportation; and

(6) the term "sponsor" means any public agency which, either individually or jointly with one or more other such entities, submits to the Secretary, in accordance with this section, an application for financial assistance for commercial space transportation infrastructure development.

(b) ESTABLISHMENT OF GRANT PROGRAM.—In order to ensure the resiliency of the Nation's space transportation infrastructure, the Secretary is authorized to make project grants to sponsors in accordance with this section. There is authorized to be appropriated $10,000,000 for such grants beginning after September 30, 1992. Such funds shall remain available until expended.

(c) SELECTION OF PROJECTS.—(1) In selecting projects for grants under subsection (b), the Secretary shall consider—

(A) the contribution of the proposed project to industry capabilities which serve Federal space transportation needs;

(B) the extent of industry's financial contribution to the proposed project;

(C) the extent of industry participation in the proposed project;

(D) the positive impact of the proposed project on the international competitiveness of the United States space transportation industry;

(E) the extent of state contributions to the proposed project; and

(F) the impact of the proposed project on launch operations and other activities at Federal launch ranges.

(2) The Secretary shall consult with the Department of Defense, the National Aeronautics and Space Administration, and other appropriate Federal agencies concerning paragraphs (1)(A) and (1)(F).

(3) The Secretary shall give preference to those applications with greater levels of industry financial contributions, all other factors being equal.

(d) SUBMISSION AND APPROVAL OF PROJECT GRANT APPLICATIONS.—(1) Any sponsor of a project may submit to the Secretary a project grant application for one or more projects, in a form containing such information as the Secretary may prescribe, setting forth the project proposed to be undertaken.

(2) No project grant application shall be approved by the Secretary unless the Secretary is satisfied that—

(A) the project will contribute to the purposes of this section;

(B) the project is reasonably consistent with plans (existing at the time of approval of the project) of public agencies which are authorized by the State in which such project is located and which are responsible for the development of the area surrounding the project site;

(C) if the application proposes to use Federal Government property, the specific consent of the appropriate Federal agency head has been obtained;

(D) the project will be completed without undue delay;

(E) the sponsor which submitted the project grant application has the legal authority to engage in the project as proposed; and

(F) all additional requirements prescribed by the Secretary have been met.

(e) ENVIRONMENTAL REQUIREMENTS.—(1) It is declared to be national policy that projects authorized pursuant to this section shall provide for the protection and enhancement of the natural resources and the quality of the environment of the Nation. In implementing this policy, the Secretary shall consult with the Secretary of the Interior and the Administrator of the Environmental Protection Agency with regard to any project included in a project grant application which may have a significant impact on natural resources including, but not limited to, fish and wildlife, natural, scenic, and recreational assets, water and air quality, and other factors affecting the environment, and shall authorize no such project found to have a significant adverse effect unless the Secretary shall render a finding, in writing, following a full and complete review, which shall be a matter of public record, that no feasible and prudent alternative exists and that all reasonable steps have been taken to minimize such adverse effect.

(2)(A) No project grant application may be approved by the Secretary unless the sponsor of the project certifies to the Secretary that there has been afforded the opportunity for public hearing for the purpose of considering the economic, social, and environmental effects of the project and its consistency with the goals of objectives of such planning as had been carried out by the community.

(B) When hearings are held under paragraph (2)(A), the project sponsor shall submit a copy of the transcript to the Secretary.

(3) No project grant application may be approved unless the Governor of the State in which such project is to be located certifies in writing to the Secretary that there is reasonable assurance that the project will be located, designed, constructed, and operated so as to comply with applicable air and water quality standards. In any case where such standards have not been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within 60 days after the project application has been received by the Secretary.

(4) The Secretary shall condition approval of any such project grant application on compliance during construction and operation with applicable air and water quality standards.

(5) The Secretary is authorized in connection with any project to require a certification from a sponsor that such sponsor will comply with all of the statutory and administrative requirements imposed on such sponsor under this section in connection with such project. Acceptance by the Secretary of a certification from a sponsor may be rescinded by the Secretary at any time. Nothing in this paragraph shall affect or discharge any responsibility or obligation of the Secretary under any other Federal law, including, but not limited to, the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), section 4(f) of the Department of Transportation Act (49 App. U.S.C. 1652), title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d), title VIII of the Act of April 11, 1968 (42 U.S.C. 3601 et seq.), and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. 4601 et seq.).

(f) ALLOCATION OF PROJECT COSTS.—(1) The project grant for any project under this section shall not exceed 50 percent of the total cost of such project.

(2) No project grant shall be awarded under this section for any project for which less than 10 percent of the total cost of such project will be borne by the private sector.

SEC. 506. IDENTIFICATION OF LAUNCH SUPPORT FACILITIES.

15 USC 5805.

(a) IDENTIFICATION.—The Administrator and the Secretary of Defense, as appropriate, in coordination with the Secretary of Transportation, shall conduct an inventory and identify all launch support facilities owned by the United States Government. To the extent practicable, the Administrator and the Secretary of Defense shall also identify any launch support facilities which could be made available for use by non-Federal entities on a reimbursable basis without interfering with Federal activities.

(b) REPORT TO CONGRESS.—Not later than 1 year after the date of enactment of this Act, the Administrator and the Secretary of Defense each shall submit to Congress a report containing the results of the identification required under subsection (a). Portions of such report may be classified and protected from public disclosure if such classification is necessary to protect national security.

SEC. 507. ANCHOR TENANCY AND TERMINATION LIABILITY.

15 USC 5806.

(a) ANCHOR TENANCY CONTRACTS.—Subject to appropriations, the Administrator or the Administrator of the National Oceanic and Atmospheric Administration may enter into multiyear anchor tenancy contracts for the purchase of a good or service if the appropriate Administrator determines that—

(1) the good or service meets the mission requirements of the National Aeronautics and Space Administration or the National Oceanic and Atmospheric Administration, as appropriate;

(2) the commercially procured good or service is cost effective;

(3) the good or service is procured through a competitive process;

(4) existing or potential customers for the good or service other than the United States Government have been specifically identified;

(5) the long-term viability of the venture is not dependent upon a continued Government market or other nonreimbursable Government support; and

Mr. Carr. Well, the grant program you talked about was authorized in the NASA authorization, but they direct that the Secretary of Transportation can spend it.

I think one of the problems we are having is that it is clear that we are in a transition here, in so many ways, in our country. And maybe we are in a transition in terms of our attitudes toward space as well. But it hasn't firmly recognized itself in the jurisdictions of the various agencies. And that is reflected here.

I guess the real question is, it is authorized in the NASA bill but it is directed to be financed by the Secretary of Transportation. I would like you to comment on, why shouldn't NASA be funding this?

Mr. O'Connor. I believe that the important attribute is not to let NASA fund it, not let the Air Force fund it, but let's follow what has been proven to work. We are creating spaceports at the State level. We are following the analogy of airports. We want to use that same paradigm. That is a trail of success.

Within the Department of Transportation, there is the Office of Commercial Space Transportation, which was housed there, I believe, to help space follow that same paradigm.

At the State level, we see in our State transportation plans in Florida specific implementation of space as part of our transportation infrastructure. Our State government in Florida has included it as part of the Department of Transportation efforts at the State level.

The patterns that exist in investment and transportation systems I think are more clearly defined within the Department of Transportation and in this committee than they are with NASA or the Air Force.

NASA's mission is large science and space, space stations, shuttle launch operations. They have been by Executive Order excluded from participating in the launch of commercial satellites. So there has been a rather, I think, a firm statement that this is not a job for NASA.

Mr. Carr. The grants for commercial space launch infrastructure were enacted in the fiscal year 1993 defense bill. I think maybe about $10 million. Is that not a suitable arrangement?

Mr. O'Connor. There are some difficulties with that arrangement. Coming out of the Department of Defense budget, it puts a dual-use criteria on it. The military right now is administering a grant program and has solicited grants which also solve the military's space needs problems that may be appropriate, but I think the model we really want to have opened up to us and available to us is a system where we can really give the entrepreneurial launch companies that have the experience and have proven that they can do it, access to full commercialization.

To date, the Air Force has not awarded any grants, nor do they indicate at this point in time that they are going to specifically grant things that have a strictly commercial enabling capability. With their budget requirements, they also have a problem in including it in their budget as a regular item through the administration.

I have talked to Mr. McCormack, an Under Secretary for Space Policy within the Air Force, and they indicate they would rather not have the grant program because it doesn't make their priority list. It doesn't fit how they operate.

Mr. CARR. Mr. Wolf?

Mr. WOLF. I thank you, Mr. Chairman.

I have a number of questions. I think you make a good plan, for $5 million in the potential. We are only doing 40 percent. Who is doing the other of 60?

Mr. O'CONNOR. In excess of 57 percent is going to the French, French Guyana in South America.

Mr. WOLF. Operated by the French government?

Mr. O'CONNOR. Predominantly by the French government, but it is an EC project, Arianne Soi.

Mr. WOLF. But the participation is with the French?

Mr. O'CONNOR. Yes, it is.

Mr. WOLF. Did you see the document circulating showing 50 U.S. companies the French were targeting with regard to industrial espionage?

Mr. O'CONNOR. No, I haven't seen that.

Mr. WOLF. If you can give us your address, we will send it to you tomorrow. You might want to take a copy of it. I think it makes a lot of sense.

The Chinese are ready to move heavily into this, and of course they have blood on their hands with regard to political prisoners and so many other things.

How big is the business, let's say, in the year 2000? What will we be talking about the potential business?

Mr. O'CONNOR. If you look at the satellites that are projected to be launched as part of the overall business space, we are looking in excess of $17 billion.

Mr. WOLF. And would you be talking about an accumulation or yearly?

Mr. O'CONNOR. Yearly. That is a projection of Aviation Week. They made that earlier this year.

Mr. WOLF. Would you submit that for the record?

Mr. O'CONNOR. Yes.

Mr. WOLF. Do you think we can catch the French fast?

Mr. O'CONNOR. I think we can. We are using 30-year-old technology at the Cape. If you look at what the French are using, they are using 15-year-old technology. If you look at what we do at the Cape, we have blockhouses that are covered with sandbags because they are 30 years old and ready to fall down and they cannot survive any problems on the launchpad based on the launch vehicle.

The industrial control technology that is available to us—that is why I mentioned Honeywell earlier—at the Cape it takes 100 people just to do a simple monitoring job because all we have is recorders. We still use vacuum tube technology.

It is not a risky investment to take off-the-shelf hardware and put it into place. The off-the-shelf hardware our industry can provide us exceeds the capability of what the French have in French Guyana.

Mr. WOLF. How often would you see yourself coming back to ask for money?

Mr. O'Connor. We envision at this point in time a five-year investment profile, never exceeding more than $20 or $30 million, to give the home base for our launch industry.

We also look at this to be totally matched by industry and government.

Mr. Wolf. One-third Federal, one-third state——

Mr. O'Connor. We are looking at 50/50, where the States and the company would combine resources. We are looking more for a cash infusion than putting up old technology as a match, but really have fundamental new technology.

Mr. Wolf. Why isn't Virginia involved in this, Wallops Island?

Mr. O'Connor. They are getting considerable support from NASA right now. They only have one launch program. I think their ability to expand that activity is fairly limited in many respects. The large satellites that need to go up are in the 3,000, 4,000-pound class. They are best launched from the Kennedy Space Center, Cape Canaveral area.

The ones that are polar requiring a direct insertion in the polar area, you can't launch those from Wallops Island. They are best launched from Alaska or California.

It is not to diminish, there is a significant role for Wallops, but I believe it is going it to be more in the research, earth resources, earth monitoring activities than it is a communication satellite technology.

Mr. Wolf. Who do the Germans use?

Mr. O'Connor. French Guyana.

Mr. Wolf. I have no further questions.

Thank you.

Mr. Carr. Thank you for your testimony. Most enlightening. We will see what we can do.

Mr. O'Connor. Thank you.

Thursday, May 6, 1993.

COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA

WITNESS

DAVID RAPHAEL, EXECUTIVE DIRECTOR, COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA

Mr. Carr. Our next and final witness is David Raphael, Executive Director, Community Transportation Association of America. We ought to have a door prize or something.

Mr. Raphael. Somebody has to do it.

George Rucker is with me as our Director of Policy and Research, and he wrote and researched most of the written statement that I submitted. So he has to be here. I guess the only worst position is the person going last tomorrow night at the end of two days.

I am delighted to be here. I bring greetings from Michigan Department of Transportation and Michigan Public Transit Association, both of whom are members of our organization, and a board member of ours, Mike Mobey, with the Isabella County Transportation Commission in Mount Pleasant.

It shows our Michigan roots here. I am from Northern Virginia, Congressman. I certainly benefit from the fine transportation system that we have in this area.

I represent the Community Transportation Association of America, which is a transit organization. We are members of the Transit Now Coalition which testified a little earlier. Basically we represent the little guys, the 1,200 or so rural public transit agencies that operate around the country, the 200-plus smaller urban transit agencies, and the thousands of para-transit organizations, specialized transit systems that provide basic essential services to the elderly and people with disabilities and others who are transit dependent.

I appreciate the opportunity to be here and to provide our recommendations on the fiscal 1994 funding.

After the earlier admonitions about the mantra of full funding, I am hesitant to go to that part of my statement.

Mr. CARR. Good.

Mr. RAPHAEL. But I will pass through it quickly because I had some other things I wanted to say.

Mr. Chairman, the mantra, as you called it, is there or many of us were put in the position of urging full funding because of the way many of the transit needs in this country are financed. And small programs that groups like ours represent, the Section 18 funding, for example, these tend to be pegged as percentages of the overall funding.

We don't have a system that looks at the transit needs of this country, the national needs, and targets the resources that way. So many of us are forced to try to urge the full funding as a way to get the small shares down at the end. It is really feeding the birds through the horses, in a way.

And I would point out that full funding really does not even get us back in the transit field to where we were a decade ago when adjusted for inflation. So the calls are because people are hurting, they have been trying to maintain the services.

The concern, though, beyond the full funding, is really balanced funding, and proportional funding. I think many of us recognize the fiscal realities and can accept less than full funding, but would urge for balance in that process. And there's a couple of areas where the balance is important. One is to try to, in our judgment, try to follow the balance between highway and transit funding outlined in ISTEA.

We moved away from that in the funding 1993 appropriations, and while the President's budget promotion for this year are appreciated, in terms of some of the increases in transportation, that imbalance is still there. The 100 percent of funding, for example, on highways and something on the order of 85 percent on transit.

We would urge that that level playing field which was envisioned in ISTEA be maintained, or urge the committee to do all it could to try to maintain that type of balance.

If the budget resolution requires a reduction from the full authorization levels, we ask that the reduction be applied equally to highways and transit.

The other area of balance that is very critical to us and our members is the balance between formula funding on the transit side and discretionary funds. The smaller transit agencies are significantly more dependent upon formula funding and operating assistance, and the Federal share of that, than their larger cousins.

When we move away from the balance of ISTEA, which was in the neighborhood of $1.40 for formula funds for a dollar of discretionary funds, we really play havoc with the lives and the operations of a number of transit systems.

Last year, for example, the reduction in formula funding of about 14, 15 percent was a very serious blow to the smallest systems.

I have with me here one of the fact sheets that we put out, but just to try to show the relative dependence of systems by size on Federal formula funds. And it really follows size very closely.

The smallest transit systems, those serving communities under 50,000, rely on—about 30 percent of their operating funds come from the Federal formula side. On the further end of that continuum would be the larger urban areas of over a million with roughly 4 percent of their operations being dependent on the Feds. In between, the smaller urban areas, of which our membership is also concentrated, is about five times more dependent than the largest urban areas.

So that balance on formula and discretionary funding is particularly critical, and we hope and are pleased at seeing the administration's proposals this year which seems to be very much in line with the original ISTEA balance on that.

Two quick points on small programs that generally miss attention from the committee. One is the very successful Rural Transit Assistance Program, or RTAP, as it is called. This is Section 18(h), a technical assistance and training program for the Section 18 rural transit agencies. It was $5 million in funding when it was enacted back in 1986. It has basically been flat-funded at that same level ever since.

This is a national program. Each State benefits from it. I think it is hard to find a more successful and effective targeted assistance effort than this.

ISTEA envisioned that this RTAP effort, this RTAP program would rise and would float really in proportion to the overall FTA budget, and percentages were sent in, formulas were put into the bill. That hasn't happened, in part because it was dependent upon rises in the FTA's research and Section 26 program.

We are urging the committee to take a look at this successful program, to give it what amounts to a point 15 percent of the UMTA budget, which translates into what the ISTEA intent would have been, which would have been about $6.5 million in the fiscal year 1994 level.

And finally, I really wanted to take this opportunity to commend the committee for an initiative that it took last year in the area of employment transportation. The committee, with the particular help of Congressman Price, established what is called the Job Links National Employment Transportation Demonstration Program, which this year will provide, we think, very useful models and examples, in six States, including the State of Michigan, in both urban and rural areas, to demonstrate and test the effective ways in which local transit systems can get poor people and unemployed people to jobs and job training.

We think this will be a very significant demonstration and will lead the way in many ways for this administration, which has been talking from health reform to welfare reform and jobs programs, about that vital connection, that link, and that access.

Mr. Chairman, that completes my statement. I am delighted to have this opportunity again this year. I would be happy to answer some questions. If you are anxious to get home to families, I can well understand.

Thank you.

[The prepared statement of Mr. Raphael follows:]

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STATEMENT OF DAVID RAPHAEL, EXECUTIVE DIRECTOR
COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA (CTAA)

Before

SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES
HOUSE COMMITTEE ON APPROPRIATIONS

May 6, 1993

STATEMENT ON FISCAL '94 TRANSIT APPROPRIATIONS

Chairman Carr and other members of the committee. My name is David Raphael and I am the Executive Director of the Community Transportation Association of America (CTAA), a national membership organization of rural, small urban and specialized transportation providers and advocates. Our nearly 800 members are located in every state of the union. The sector of the transit industry they represent includes nearly 1,300 agencies funded under FTA's Sec. 18 program for rural areas, more than 200 small urban agencies funded under Sec. 9(d), and several thousand specialized providers responding to the mobility needs of specific groups. About 3,500 of these are local agencies receiving capital assistance under FTA's Sec. 16 program to meet the special mobility needs of older Americans and persons with disabilities. We appreciate this opportunity to appear and provide you with our recommendations on Fiscal '94 funding for Federal transit programs.

One of the key characteristics of the community transportation network, including the public transit part of it, is the extent to which the focus of our activities is people who have no mobility alternatives -- the people we call the "transit dependent": the elderly, people with disabilities and low-income households.

Nearly 40 percent of the ridership of Section 18 providers is elderly, a share more than twice their share of the population. Operators report that 40 percent of the trips they provide are in connection with health care or other basic social services. A recent comparison of transit bus riders in Florida found that more than 60 percent of the ridership on the rural and small urban systems had incomes of less than $15,000, while the comparable figure for the metropolitan system was 13 percent. These figures reflect the fact that public transportation is often the vital link for transit dependent people -- to jobs and job-training, to health care and to continued independence in living arrangements.

Federal Transit Administration data also make it clear that rural and small urban transit is the most dependent on Federal funds for its operations. The Sec. 18 and Sec. 9(d) network relies on FTA funds for 25 percent of its operating budget. For urbanized areas of 200,000 to a million in population, the figure is half that, and for systems serving areas of a million or more, FTA funds make up only 4 percent of the total. This means, for instance, that an "across-the-board" reduction in formula funding -- such as occurred in last year's appropriations -- does not really affect everyone equally. It is significantly more painful for the rural and small urban operators.

The inequity last year was even more marked since the cut in formula programs served to pay for an increase in discretionary capital assistance, the greatest share of which went to those largest urbanized areas.

The more than 1,400 FTA-funded rural and small urban public transportation agencies provide more than 300 million trips a year, at least one-third of them in rural areas. But the availability of this alternative for travel is far from universal. In more than 900 of the nation's 2,400 nonmetropolitan counties, there is currently no FTA-assisted public transportation service. In those counties where service exists, it is often confined to only part of the county or is infrequent in character or both. When the Census Bureau, in 1989, asked households in nonmetropolitan towns of 2,500 or more about the availability of public transportation, two-thirds of them reported that there is none.

It will not surprise you to hear that we support funding of transportation programs at the full authorized levels set forth in the Intermodal Surface Transportation Efficiency Act (ISTEA). We would point out, as we did last year, that, for transit, such a funding level, if adjusted for inflation, would still be well below that of a decade ago.

At the same time, we recognize that this level of funding may not be possible under the terms of the FY'94 budget resolution. If that is the case, we urge you, in lieu of "full funding," to provide at least **proportional funding** -- maintaining the balance between highway programs and transit programs set forth in ISTEA. Put another way, if the budget resolution requires a reduction **from the full authorization levels**, we ask that **such a reduction be applied equally to highways and transit.** Under such an approach, it should be possible to funds transit at least at the dollar-level recommended by the President. For the programs in which our membership has the greatest interest, that funding (at 85 percent of the ISTEA-authorized levels) would mean: .

$ 209 million in formula assistance to operators in small urbanized areas;
$ 131 million in formula assistance to rural areas (under Sec. 18);
$ 58 million in Sec. 16 capital assistance for transportation of the elderly and persons with disabilities; and
$ 6.5 million for the Rural Transit Assistance Program (RTAP).

RTAP Funding - With respect to the last item -- funding for the very successful program of training and technical assistance through RTAP -- we are recommending that the committee provide funding at the 0.15 percent share of total funding that ISTEA calls for. In both last year's appropriations and this year's budget request of the Administration, over-all research and technical assistance funding has been held at a constant level and, consequently, RTAP funding has been held constant with it rather than increase as ISTEA intended when the FTA budget goes up. We urge you to break that pattern and give RTAP the increase it has long merited.

Balance Between Formula and Discretionary - We are pleased that the President, in his proposed FTA budget for Fiscal 1994, has recommended a ratio of formula to discretionary assistance that is quite close to the $1.40-to-$1.00 ratio provided under ISTEA. We urge this committee to do likewise.

Joblinks Initiative - We would also like to take this opportunity to commend this committee, and especially Congressman Price, on your leadership in the area of employment transportation. The Joblinks national demonstration which you called for in last year's appropriations report is important recognition of the key role which transit plays in connecting people with jobs and employment training. We are confident that this project will significantly improve our techniques for making sure that the vital link of transportation is available to facilitate access to health care amd other initiatives which make up such a major part of the new Administration's domestic agenda.

Operating Assistance - In addition to recommending substantially increased FTA funding, we would urge, in recognition of their greater dependence on Federal funds, that transit agencies in small urbanized areas be provided their **full authorized operating assistance of $184.4 million**, even if it is not possible to provide the full authorized level of operating assistance to all urban systems. It is such a small part of the total operating assistance component that meeting this important need should be an achievable goal.

Sec. 18(i) Intercity Services - We would also urge, in recognition of the fact that the intercity set-aside under Sec. 18(i) was enacted on the assumption of full funding of the rural program, that the FY'94 earmark for this category be continued at 10 percent of total Sec. 18 funding in FY'94 in the absence of full funding. If this is not done, funding for the intercity program will more than double next year while the rest of the Sec. 18 program will increase by less than 36 percent. Holding the set-aside at the 10 percent level for another year will assure an equal rate of increase.

The Costs of Isolation - In support of the increased transit funding levels recommended by the Administration, we would cite the need for expanded infrastructure investment which the President and others have emphasized, the economic advantages, both short-term and long-term, to be expected from increased transit funding, and the fact that, as I noted earlier, a great deal remains to be done before **all** Americans have equal access to public transportation services. People who have inadequate transportation resources of their own -- and one out of every 13 rural households is without any vehicle at all -- and don't live in an area served by public transportation are stuck, isolated, cut off from the rest of us.

They pay a high price for their isolation and so does the nation:

- Rural women without access to adequate prenatal care are far more likely to have a low birth-weight child requiring intensive initial care at very high costs.

- Study after study shows that inadequate transportation is the single largest barrier facing welfare recipients seeking greater self-sufficiency through job-training programs or regular work.

- The frail elderly who live in areas without adequate transportation are forced out of their own homes and into nursing homes earlier and the costs of their care gets added to the nation's Medicaid bill just that much sooner.

CTAA Survey of Rural and Small Urban Transit Needs - We would also like to call to the committee's attention the results of a transit needs survey which our organization carried out earlier this year. We received responses from nearly 400 agencies representing the equivalent of about one-third of all rural and small urban transit systems. The typical respondent indicated a need for an immediate increase in operating budget of 42 percent. The respondents reported that one-third of their current vehicles (or about 6,000 for the network as a whole) need replacement and that they also have substantial needs for expanding those existing fleets. The reported vehicle needs would require $590 million in capital (or a Federal share of $473 million at 80 percent). Other short-term capital needs (for projects "that could get under way this year or next") amount to $330 million (or $266 million in Federal investment). The proposed economic stimulus program would have helped to meet those needs in rural areas and our smaller cities. We hope the committee will look for ways of restoring those needed resources.

Conclusion - In short, even full funding of the ISTEA-authorized levels for transit programs would not meet all of the immediate needs of existing service providers -- much less extend service to areas in which it does not yet exist. We ask this committee to do the best that it can for rural and small urban America's mobility needs. And we especially ask that you tailor your tough decisions to assure an equitable sharing of both pain and gain. Thank you again for this opportunity to appear and I would be happy to respond to any questions you may have.

Mr. Carr. Well, we are that and we appreciate your staying until the bitter end. Of course, you weren't here at the bitter beginning like we were.

Well, I don't want to prolong the discussion any longer than we have to. It is just that the mantra of ISTEA is something that is a bit of an irritant here, because talking about transit needs, the forum is to go to the Public Works Committee, and they do very well. When you come here, you have to talk about transit resources, and they are not the same. We exist in the real world.

I used to be on an authorizing committee that sat there and sort of sucked in everyone's wish lists, basically, and it was a relatively easy thing to do, and then leave it up to the folks over at Appropriations to make the tough choices.

That is our job, and we don't shy away from it at all. I think we do fairly well by all parties. It is just that we don't like to be beat up for it, basically.

We don't have the resources. We don't have the resources to fully fund ISTEA. And then there is the other issue and that is trying to provide stability of funding within current and projected resources that we see available.

We have an administration that, for whatever good reason, has proposed a Btu tax. They have also proposed exempting alternative fuels from the Btu tax.

Those two things in combination are likely to drive down the revenues that are available for highways, mass transit, and all the things we want to do. So we would encourage, what we would like it hear from people is that they are making solid moves not to wring blood out of a stone, but that they are making solid moves to get the resources that we need up.

Then there is the other thing that I have to say that just somewhat amazes me. Your own information here points out that 23 States get less than half the money back.

Mr. Raphael. On the transit, right.

Mr. Carr. You might be able to point out some specific things in these areas, but it would appear that you should not be arguing for a level playing field. And I reach that conclusion because there are certain areas of the country that just by virtue of their very low population density, can't do very much with mass transit. They need more highways.

In fact, they need to be weighted more in the highway area, and whatever mass transit they have is going to run on a highway. You are not going to have a light rail system in Mount Pleasant, Michigan.

Those folks have no chance for the big bucks. So shouldn't we be actually trying to—in terms of what you said on balance, this notion of a level playing field also bothers me.

Mr. Raphael. Two points there. The level playing field does seem important. Even though the share, the distribution, for example, of the mass transit account funding is very inequitable, as that shows, the impact, this message that is sent when one part of a balanced program of highway and transit is funded at full level and the other isn't, from the transit standpoint is an unfortunate message.

You also don't see organizations such as ours here promoting expanded discretionary funding. The Section 3 funds by and large bypass, with the few exceptions of the States that have been able to package up certain grants in a centralized way on Section 3, the smaller communities are largely out of that.

The reason for my testimony on the balance on formula funds is that is where for the small urban systems and the rural systems the formula funds are the most important, and where stability is also important. The loss of 15 percent funding on the formula side last year with groups as dependent as they are on this is a very real blow.

And the point I think I was trying to make there is that what appears to be an even cut, a reduction of across-the-board 14 percent, really is not even. When some groups are six times more dependent on that formula fund than the capital, they don't have deep pockets and they don't have access to go across to the other side and to get a Section 3 grant.

Mr. CARR. I think your last statement is something I can agree with. We are trying to balance the interests here. Small systems don't have the ability to take formula operating cuts the way the larger systems, which they don't have the ability either, but like you say they have other resources available to them, and of course they can always turn to flexibility—flexibility doesn't mean a thing in Stockbridge, Michigan.

Mr. RAPHAEL. No. Much of nonmetropolitan America, it is—

Mr. CARR. I am all for balance, particularly in the taxes, how tax law treats transit vis-a-vis parking. That is an area where you can carry the day with me on level playing field. That doesn't bother me at all.

But most of mass transit is on a bus, and most buses that I know operate on a highway. And so the idea that we have to pit mass transit against highways—when you talk about level—not your association, not the members of your association—when the people come into this committee room talking about level funding, they are talking about rail, rail—they are talking about rail mass transit, that is what they are talking about, and I don't know of a fireman who goes to a fire on a subway car. I don't know of a box of oranges that gets delivered to a grocery store on a subway train.

And boy, I am kind of hoping that your group, as the small guys, you guys are as dependent on the highways and roads and good road structure as is anybody else. I was hoping you wouldn't fall into making the arguments that I hear from the big boys. And they have an argument to make, and we appreciate them and we work with them. But golly, I would hope that small communities could get away from some of the cliche talk and go the other way.

Mr. RAPHAEL. And in our testimony before the Public Works Committee, we have also urged that some of those planning provisions at the State level be strengthened, because smaller communities are not competing very effectively in this overall review of balanced transit needs. I think that is where you will find a commonality of interests for a solid transportation system in a rural community that is a mixture of roads and small buses, not rail systems.

Mr. CARR. Mr. Wolf, do you have any questions?

Mr. WOLF. No questions. Just one comment. The smaller communities don't have the lobbyists necessarily that are as active as some of the larger ones.

Mr. CARR. They are more dependent on you.

Mr. RAPHAEL. They are. This is the role we try to fill.

Thank you.

Mr. CARR. Thank you for being here.

I would just like to say for the record that this is the 22nd day of hearings that we have had. We have three more scheduled. That means by the time we complete our scheduled hearings, we will have done 25 days of hearings. That compares to 23 days of hearings in 1992 and 21 days of hearings in 1991.

Upon the completion of the hearings, we will have heard from approximately 260 congressional and public witnesses, excluding administration witnesses, and that compares with 230 congressional and public witnesses in 1992.

The total of today's requests before the committee was approximately $845.9 million. That puts our total request at this point at $2.8 billion. And we have another day of hearings to go.

Mr. RAPHAEL. I hope your investment criteria can be employed effectively in looking——

Mr. CARR. You are absolutely right, and that is why we did it, because we face some impossible choices.

Mr. RAPHAEL. I had a couple of hours to look at it, and we welcome it and think it would add a great deal. We urge you on the transit side to look at the impacts of isolation along with congestion. We think there is an economic loss and there is an economic issue here about lack of access to jobs and the problems of isolation along with congestion as a transit criteria.

Thank you.

Mr. CARR. Thank you very much.

The Committee is adjourned.

FRIDAY, MAY 7, 1993.

SOUTH DAKOTA AND NEBRASKA PROJECTS

WITNESSES

HON. TIM JOHNSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF SOUTH DAKOTA

HON. DOUG BEREUTER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEBRASKA

Mr. CARR. The Subcommittee will come to order. Our first witnesses this morning will be our good friend Doug Bereuter my neighbor down the hall, and our friend Tim Johnson.

Welcome to the Committee.

We have your statements. We will make them a part of the record in full and ask that you summarize.

I think I know what you are going to talk about.

Mr. JOHNSON. Thank you, Mr. Chairman.

Doug and I thought we would do this jointly in that we have a couple of joint projects that this committee has looked favorably upon in the past.

I appreciate the opportunity to appear before you and the subcommittee today to request appropriations for several projects of great importance to my State of South Dakota. Your subcommittee receives an enormous number of requests each year for different projects, and I don't envy the budgetary decisions that you have got to make. I do appreciate the Subcommittee's past support for a great deal of what we have done in South Dakota.

I will be brief and ask that my full statement be submitted for the record.

I am requesting $6.7 million for the Newcastle-Vermillion bridge over the Missouri River and the Nebraska/South Dakota border. This bridge project was authorized in Section 1107 of ISTEA, which also included funding for $3.6 million.

As you know, in fiscal 1992, this subcommittee appropriated $32,000 for the feasibility study and last year's bill included $3.29 million for the construction of the bridge. I am appreciative of the Subcommittee's past support for this bridge project. It has been supported by the Public Works Committee, authorized there and supported by this committee, supported by our State DOT and has bipartisan support in the State and around the country.

Mr. Chairman, Congressman Bereuter and I appreciate the emphasis that you have placed on developing economic criteria as a means for evaluating projects and we feel strongly that you will find that this project will have enormous economic benefits for the region at the completion of the project.

Of the 17 principal cities located along the Missouri River, only Vermillion, home of the University of South Dakota, is not served by at least one Missouri River bridge. These areas remain isolated from each other despite their physical proximity.

The construction of this bridge will play a critical role in facilitating the region's economic development as well as increasing the educational, recreational and cultural opportunities for area residents.

This project will greatly increase access for Nebraskans to medical services, which is presently at Vermillion where they are presently constructing an addition to expanding services of the hospital. It is an important service.

Two counties in this area of Nebraska-Dixon and Cedar, are designated as medically underserved counties.

A second project is the Springfield bridge, which has been authorized by the ISTEA, looked at by the Public Works Committee and has had support from this committee in the past. We request an appropriation of $1.4 million for this bridge across the Missouri River between Niobrara, Nebraska, and Springfield-Running Water, South Dakota.

The project is currently in the environmental preliminary design stage and the Nebraska Department of Roads is planning to let the project for bid in 1996 and has targeted 1998 for the completion of the bridge.

Again, I think this is a project which will tremendously benefit the entire region when it is complete. Currently, motorists in the Niobrara and Springfield areas must travel 35 miles to U.S. 81, or 53 miles to Pickstown, South Dakota, to cross the river at U.S. 281.

Completion of the bridge would improve recreational and business development opportunities, and increase tourism. Additionally, five Native American tribes have indicated their interest in potential for entering into economic development joint ventures which will depend on the completion of the bridge.

This has support of State officials, community leaders, businesses, motorists, and the BIA, and I am grateful for this committee's past support.

A third issue has to do with bus funding for our State's largest community and a very fast-growing community, Sioux Falls. I am requesting report language allocating $3.1 million of Federal Transit Authority Section 3 funds to the City of Sioux Falls for buses.

I have worked with the State of South Dakota and the City Sioux Falls on the FTA Section 3 funding in the past. These efforts have not been successful. Out of great frustration, I have been asked to submit a request for this particular proposal.

The Federal share of the project is 80 percent and the Sioux Falls City Commission has approved a local match of 20 percent in March of this year. Sioux Falls is our largest city and would use the money to purchase 17 fully accessible transit coaches and to make modifications to the transit facility.

Currently, the coaches are all over 12-years old and are experiencing serious structural problems. The allocation of funds for the new transit coaches would allow the city to replace these vehicles and to purchase seven paratransit vehicles and allow the city to take care of needs for the disabled and the elderly.

A fourth issue is relative to the Heartland Expressway and, Mr. Chairman, again this is a project that was authorized in ISTEA, and has had initial support from this committee. I want to thank the committee for that support.

The South Dakota Department of Transportation has designated as Phase 1 of the proposed Heartland Expressway—this would consist of a four-lane highway corridor between Rapid City, South Dakota and Denver, Colorado. ISTEA provided $640,000 for the study and $9.6 million of the construction for the project.

Unfortunately, this level of funding falls considerably short of the amount necessary to complete the project and a feasibility study is being conducted and is scheduled to be completed in December this year.

Phase 1 of the Expressway runs from I–90 near Rapid City to South Dakota 36 near Hermosa. The Heartland Expressway has a great potential to help economic development and tourism and I would urge the committee to appropriate the $29.2 million for Phase 1 of the expressway.

I want to express strong support for full funding of ISTEA, the EAS, AIP and the LRFA.

[The prepared statement of the Hon. Johnson follows:]

STATEMENT OF THE HONORABLE TIM JOHNSON

HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

THE HONORABLE BOB CARR

MAY 7, 1993

As you move forward with the 1994 Transportation Appropriations bill, I am writing to extend my deep appreciation for the Subcommittee's past support of South Dakota transportation needs and to request your assistance in securing funding for projects that are of great importance to the state of South Dakota.

I would like to request appropriations of $6.7 million for Fiscal Year '94 for a bridge project to link Vermillion, South Dakota with Newcastle, Nebraska. The bridge project is currently in the Environmental/Preliminary Design stage and the South Dakota Department of Transportation (SD DOT) is acting as the lead agency.

The SD DOT estimates the total cost for the Newcastle-Vermillion bridge over the Missouri River at $17 million. This figure includes funding to complete stream bank erosion protection which will be necessary to stabilize the upstream bank of the Missouri River on the South Dakota side. The Federal share of the project would be 80% ($13.6 million) while Nebraska and South Dakota would each contribute 10%. Authorization for the bridge project was included in Section 1107 of the Intermodal Surface Transportation Efficiency Act of 1991, which also included funding for $3.6 million. In addition, the FY '92 Transportation appropriations bill included $32,000 for the feasibility and planning studies and last year's bill included $3.296 million for the construction of the bridge. I am extremely appreciative of the Subcommittee's past support of this bridge project.

Currently, due to the lack of a bridge and the resultant high mileage of alternative routes, communities in northeast Nebraska and southeast South Dakota have remained isolated from each other despite their physical proximity. The construction of this bridge will play a critical role in facilitating the region's economic development as well as increasing the educational, recreational, and cultural opportunities for the area's residents. A number of businesses in this part of South Dakota have contacted me to express their support for the bridge because of their interest in creating a larger work force and larger customer base. In addition, the bridge would benefit our agriculture industry by reducing shipping distances and thus reducing cost. The bridge over the Missouri River would also be an efficient transportation link between two outstanding institutions of higher education -- Wayne State College in Wayne, Nebraska and the University of South Dakota in Vermillion, South Dakota. Further, this project will greatly increase access to medical services provided by Dakota Hospital in Vermillion which is presently constructing an addition to expand their services. This is a particularly important service as currently two counties in this area of Nebraska -- Dixon and Cedar counties -- are designated "medically underserved counties." The bridge would decrease travel time for emergency services for residents of Dixon county by 60%.

Because of the enormous benefits offered by the construction of this bridge, the project has received widespread support in the Newcastle-Vermillion area for six decades. An impressive coalition of community organizations, local governments, businesses, and individuals from both Nebraska and South Dakota have joined together to express their support for the bridge. Although according to the Nebraska Department of Roads and the SD DOT, the estimates of usage vary, it is possible that over 2,000 vehicles per day may cross the bridge.

I also request an appropriation of $1.4 million for the proposed bridge across the Missouri River between Niobrara, Nebraska, and Springfield-Running Water, South Dakota. This project is currently in the Environmental/Preliminary Design stage, and the Nebraska Department of Roads is planning to let the project for bid in 1996 and has targeted 1998 for the completion of the bridge.

The SD DOT estimates the total cost of the Springfield-Niobrara bridge at $11.7 million. This figure takes into account surface investigations which have indicated that the soils on the Nebraska side of the river will not support approach fill heights of more than 20 feet. Therefore it is necessary for the bridge length to be increased by approximately 900 feet more than previously estimated. The Federal share of the project would be 80% ($9.4 million) while Nebraska and South Dakota would each contribute 10%. The authorization for this project is included in PL 100-17, the Surface Transportation and Uniform Relocation Assistance Act of 1987. The FY '92 Transportation appropriations bill included $3.2 million for the Springfield-Niobrara bridge and I would like to again express my appreciation for the Subcommittee's support. Another $4.2 million was included in ISTEA.

The Springfield-Niobrara bridge project also has a long history of regional support -- since 1927 numerous attempts have been made to improve this transportation corridor through the construction of a bridge. Currently, motorists in the Niobrara, Nebraska and Springfield, South Dakota areas must travel 35 miles to US Highway 81 bridge or 53 miles west to Pickstown, South Dakota to cross the rive on US Highway 281. While greatly improving the flow of transportation between the two states, the bridge would open up the opportunity for increased tourism in the area as well as improved recreational and business development. The bridge would also provide relief for truckers, farmers, and grain shippers who would be able to greatly reduce the distances they must travel. This bridge would also be extremely beneficial to the Indian tribes in the area and would especially provide the tribe with better access to the Indian Health Service facility in Wagner, South Dakota.

The construction of this bridge continues to enjoy the solid support of state officials, community leaders, businesses, and motorists. The Bureau of Indian Affairs has expressed its support for the project as well.

An additional request is for report language that would allocate $3.1 million of Federal Transit Authority Section 3 funds to the City of Sioux Falls, South Dakota for the purchase of new buses. I have worked with the State of South Dakota and the City of Sioux Falls over the past year in their effort to secure Section 3 funding through the FTA. Those efforts have been unsuccessful, however which is why I am requesting your assistance in securing the funding for the very pressing transit needs of the City of Sioux Falls through report language that would allocate the funding to Sioux Falls.

The City of Sioux Falls would use the $3.1 million to purchase 17 fully accessible transit coaches, 7 paratransit coaches and to make modifications to the transit facility. The Federal share of this project is 80% while the City of Sioux Falls would contribute 20%. The local contribution has been provided for in Ordinance 22-93 approved by the Sioux Falls City Commission on March 29, 1993.

The need for the new transit coaches for the City of Sioux Falls, which is the largest city in South Dakota, is very real and very pressing. The purchase of the 17 new transit coaches would allow the City to replace one 1963 GMC, seven 1972 Fixibles, and nine 1981 TMC's - the TMC's are the City's newest transit coaches. According to the federal government the life expectancy of a coach is ten years. Currently, the coaches serving the City of Sioux Falls are all over 12 years old and are experiencing serious structural problems largely as a result of tubular framing which is rusting out from the inside. This rusting has led to numerous cracks in the frames of the buses..

Further the ability to purchase seven paratransit vehicles would allow the City to replace vehicles that were purchased for "temporary" use in 1990. The vehicles purchased in 1990 were seven 1983 Ford school buses that were needed for emergency paratransit service after the private provider was indicted for Medicaid fraud. These buses were to be used in the short term only, however demand for the service provided by the vehicles has prevented the City from disposing of them. These vehicles, which are used to transport the frail elderly and persons with disabilities, have no air conditioning, provide an extremely uncomfortable ride, and are very high in maintenance costs. New paratransit vehicles are direly needed.

Finally, the allocation of Section 3 funds to the City of Sioux Falls would enable it to make modifications to the maintenance facility which was constructed in 1982. This facility was constructed to contain the transit system and its 45 employees. Since this time, the paratransit system has been started and an additional 25 employees need to be accommodated. The modifications to the facility would provide additional office space, a conference room, and increased parking.

I have never previously requested report language for the State of South Dakota, but I have reluctantly reached the conclusion that I must make this request if this crucial project is to receive funding. As I mentioned before, I have been working closely with the City of Sioux Falls and I am convinced that if this project does not receive funding, the City will face extreme difficulties in its attempt to continue to adequately meet the city's mass transit needs.

I also want to express my strong support for full funding of the Intermodal Surface Transportation Efficiency Act of 1991. South Dakota has over $500 million in backlog need on the state Highway System alone, and this figure does not include the need that local governments have for highways, streets, and bridges. Full funding of ISTEA would help South Dakota stay even with needs rather than falling even farther behind. The SD DOT based the development of its Five-Year Construction Program on full funding of ISTEA, and consequently if ISTEA is not fully funded many programmed projects will have to be deferred several years.

I want to also encourage full funding for three other programs which are integral to maintaining effective and top quality transportation in South Dakota. First, Essential Air Service provides much-needed air service to South Dakota's smaller commercial airports and consequently, allows our communities compete economically in the world. Second, I would like to urge you to support full funding, if not increased funding, for the Airport Improvement Program which helps the 75 commercial and general aviation airports in South Dakota meet their construction, rehabilitation, and safety needs. Third, I also am requesting that you support continued funding for the Local Rail Freight Assistance program. In South Dakota we have many miles of track that have rehabilitation needs and one of these lines is the DM&E line from the state capital, Pierre, to Rapid City which is the only line to tie western South Dakota to the eastern state rail system. All three of these programs - EAS, AIP, and LRFA - are needed in a large, rural state like South Dakota where effective transportation systems are absolutely necessary.

Finally, I want to briefly mention three other projects that are being developed which require Federal funds if they are to become a reality. The first is the proposed Heartland Expressway which was authorized in ISTEA and which in my state would connect run from Rapid City, South Dakota south to connect with I-80. A feasibility study for the project is presently being conducted and is scheduled to be completed in December of this year. ISTEA also provides $640,000 for the study and $29.6 million for the construction of the project Unfortunately, this funding level falls considerably short of the amount necessary to complete the project. I request that you consider providing appropriations in FY '94 for "Phase 1" of the Expressway which runs from I-90 near Rapid City to SD 36 near Hermosa. The Federal share of this project is 80% while the State of South Dakota would contribute 20%. The SD DOT has estimated that $29.2 million in Federal funding is necessary to complete Phase 1. The Heartland Expressway would have an enormous, positive impact on the economy of South Dakota and I encourage you to consider funding this project.

The second project I would like to briefly mention is the Eastern Dakota Expressway which would develop an expressway corridor connecting many of South Dakota's largest cities including: Vermillion,Yankton, Mitchell, Huron, Aberdeen, Watertown, and Sioux Falls as well as many smaller communities in eastern South Dakota. This route would provide 64% of the State's population with a safe, efficient surface transportation system and the additional traffic generated would greatly benefit the agriculture, retail, industrial, and tourism entities in each of the communities along the route. Currently the feasibility study is underway, however The SD DOT has developed a funding request for "Phase One" of the expressway which would add additional set of lanes on 2-lane segment of SD 37 and SD 34 from end of 4-lane north of Mitchell to beginning of 4-lane south of Huron. The Federal share of this project is 80% while the State of South Dakota would contribute 20%. This project is not authorized and is still subject to study, however I would request that you consider an FY '94 appropriation of $14.9 million.

The final project that I would like to request your support for is a bridge on US 16 over what is called Hell Canyon. This unique and badly needed project would include 4.1 miles of new alignment for US 16 and an 1800 foot bridge to span Hell Canyon. This project crosses Jewel Cave National Monument, an environmentally sensitive area, and connects I-90 at Rapid City, South Dakota to US 85, near Newcastle, Wyoming. This route provides a corridor for movement of traffic between eastern Wyoming and I-90 at Rapid City. The Federal share of this project is 80% while the State of South Dakota would contribute 20%. The SD DOT has estimated the total cost of the completion of the bridge at $21.2 million, and as a result, the Federal share would be $16.9 million. This project is not authorized and is still subject to study, however I would request that you consider a FY '94 appropriations for the Hell Canyon project.

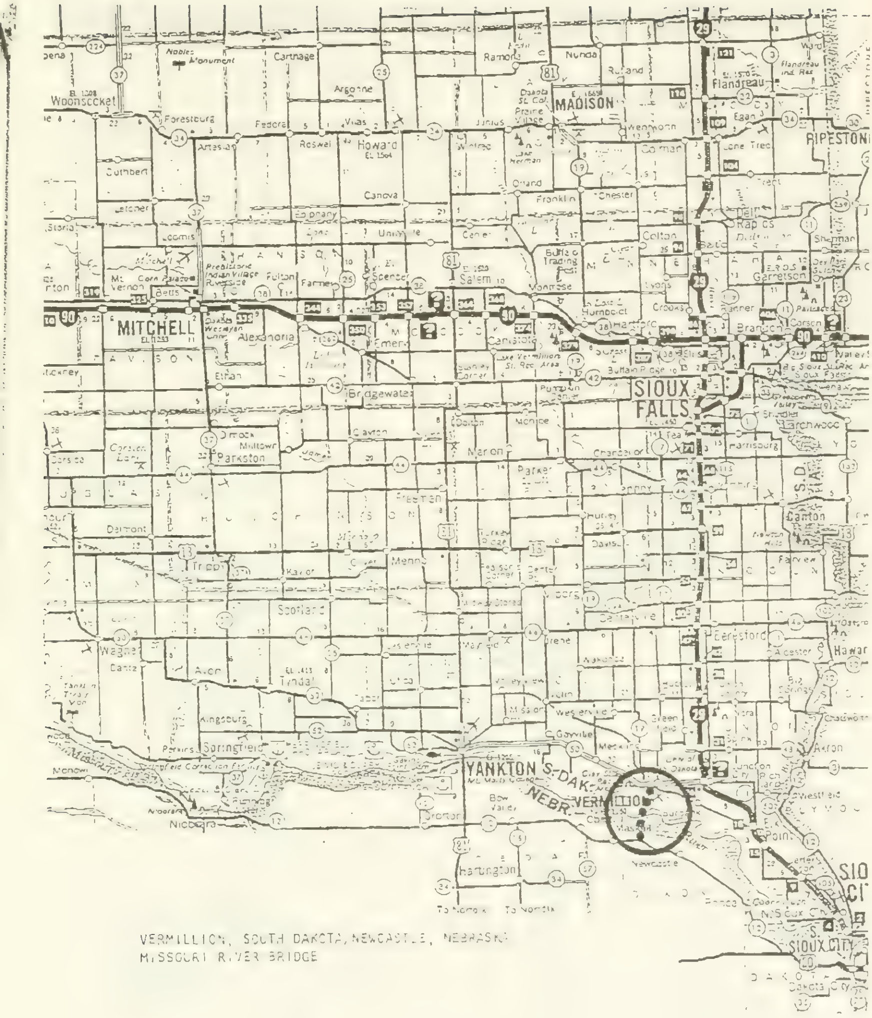
Thank you for taking the time to consider my requests and I would greatly appreciate your support on the projects and issues which I have discussed. I realize that the Subcommittee receives numerous requests each year for transportation projects and I don't envy the budgetary decision that you must make. I have included supplemental information for each of the projects for which I am requesting appropriations and I am hopeful that you will find this information helpful. If you have questions regarding any of my requests, please contact me or have a member of your staff contact Sarah Dahlin at 5-2801.

VERMILLION SD/NEW CASTLE NEB.

FROM VERMILLION, S.D. TO NEB. 12 NEAR NEW CASTLE, NEB.

SD APPROACH 6.5 MILES	$6.907 MILLION
NEB APPROACH 3.0 MILES	$1.200 MILLION
STRUCTURE OVER MISSOURI RIVER	$8.909 MILLION
TOTAL	$17.016 MILLION

FEDERAL FUNDING:	
FY '92 APPROPRIATION ACT	$0.032 MILLION
ISTEA CONSTRUCTION:	$3.600 MILLION
FY '93 APPROPRIATION ACT:	$3.296 MILLION
TOTAL FEDERAL FUNDING	$6.928 MILLION
TOTAL ESTIMATED COST $17,016,000 X 80% FEDERAL =	$13.613 MILLION
UNFUNDED FEDERAL SHARE	$ 6.685 MILLION



VERMILLION, SOUTH DAKOTA, NEWCASTLE, NEBRASKA
MISSOURI RIVER BRIDGE

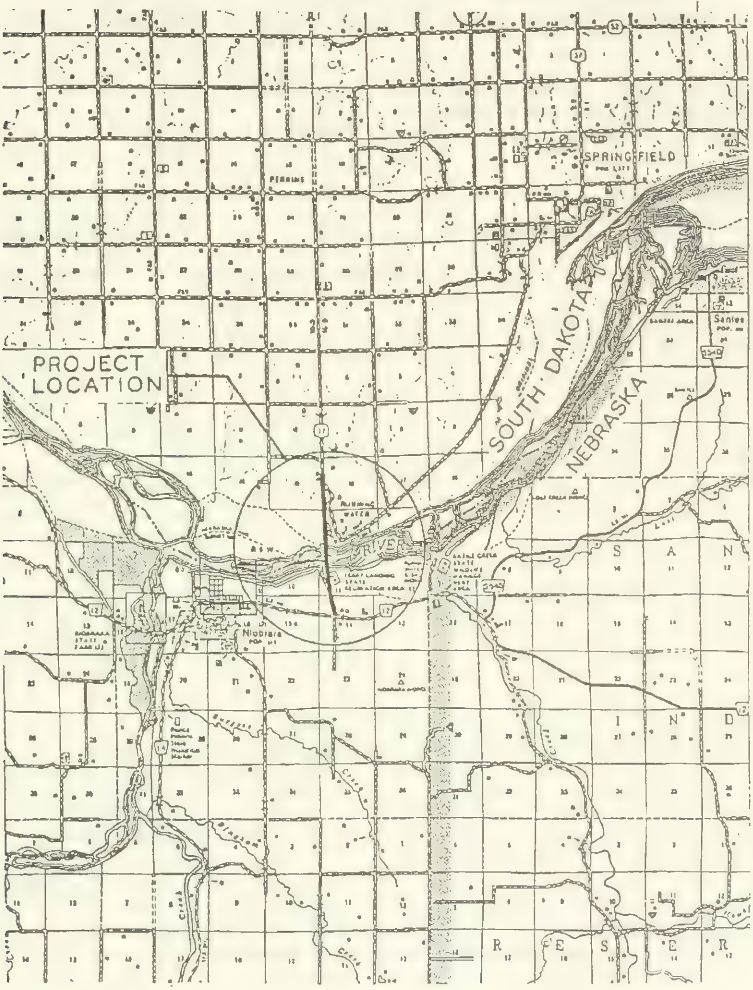
MISSOURI RIVER BRIDGE AT RUNNING WATER

FROM SD37 NEAR RUNNING WATER TO NEB. 12 NEAR NIOBRARA NEB.

SOUTH DAKOTA APPROACH - 1.2 MILES	$2.000 MILLION
NEB. APPROACH - 1.0 MILES	$1.100 MILLION
STRUCTURE OVER MISSOURI RIVER	$8.600 MILLION
TOTAL COST	$11.700 MILLION

FEDERAL FUNDING:	
FY '92 APPROPRIATIONS ACT:	$3.200 MILLION
ISTEA CONSTRUCTION:	$4.700 MILLION
TOTAL FUDERAL FUNDING	$7.900 MILLION
TOTAL ESTIMATED COST $11,700,000; 80% FERDERAL =	$9.360 MILLION
UNFUNDED FEDERAL SHARE	$1.460 MILLION

PROPOSED MISSOURI RIVER CROSSING LOCATION

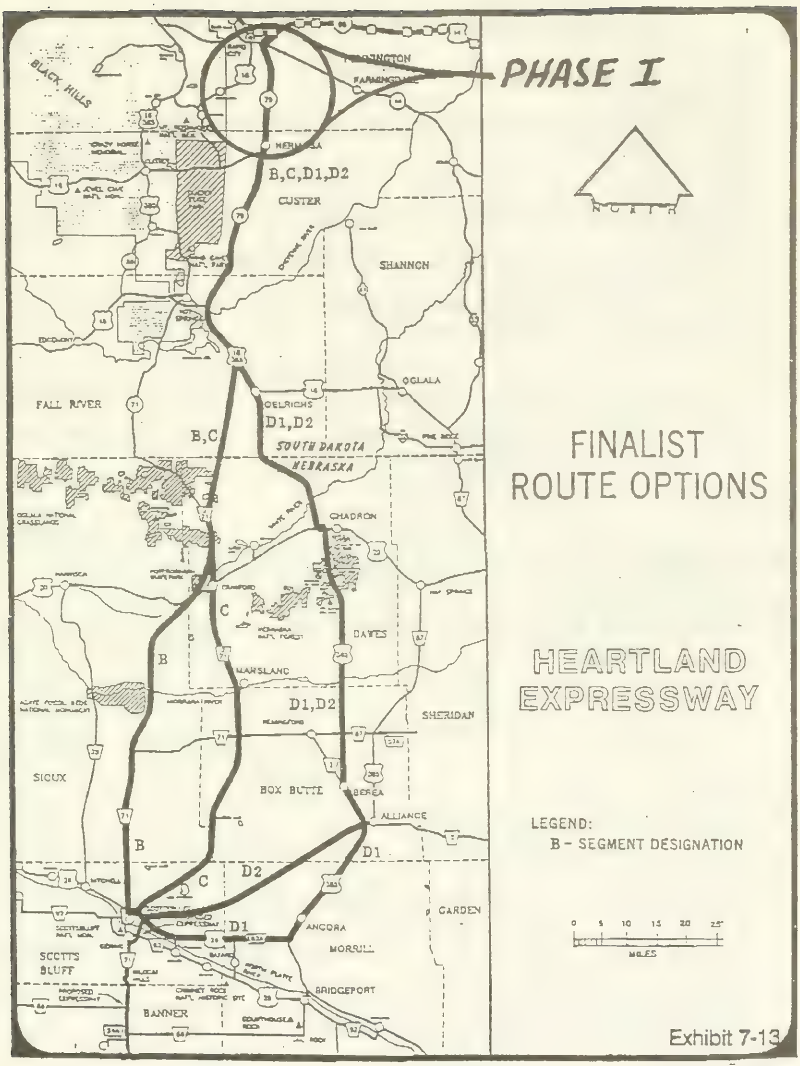


HEARTLAND EXPRESSWAY

From I-90 near Rapid City, S.D. to Scottsbluff, Neb.

Phase I - From I-90 near Rapid City, S.D. to SD36
Grade, Structures & Surfacing
19.8 Miles $55.458 Million

Federal Funding	
ISTEA	$30.240 Million
Federal Funding SD Part (Assumed 1/2)	$15.150 Million
Total Estimated Cost Phase I $55,458,000; 80% Federal =	$44.366 Million
Unfunded Federal Share (From I-90 to SD36 Phase I)	$29.216 Million



FINALIST
ROUTE OPTIONS

HEARTLAND
EXPRESSWAY

LEGEND:
B - SEGMENT DESIGNATION

Exhibit 7-13

EASTERN DAKOTA EXPRESSWAY (PART)

Add extra set of lanes on SD37 & SD34

From end of 4-lanes north of Mitchell to begin of 4-lanes south of Huron.

SD37 from end of 4-lane north of Mitchell to SD34
Length 12.7 Miles
Grade, Structures and Surface
Estimated cost $9.331 Million

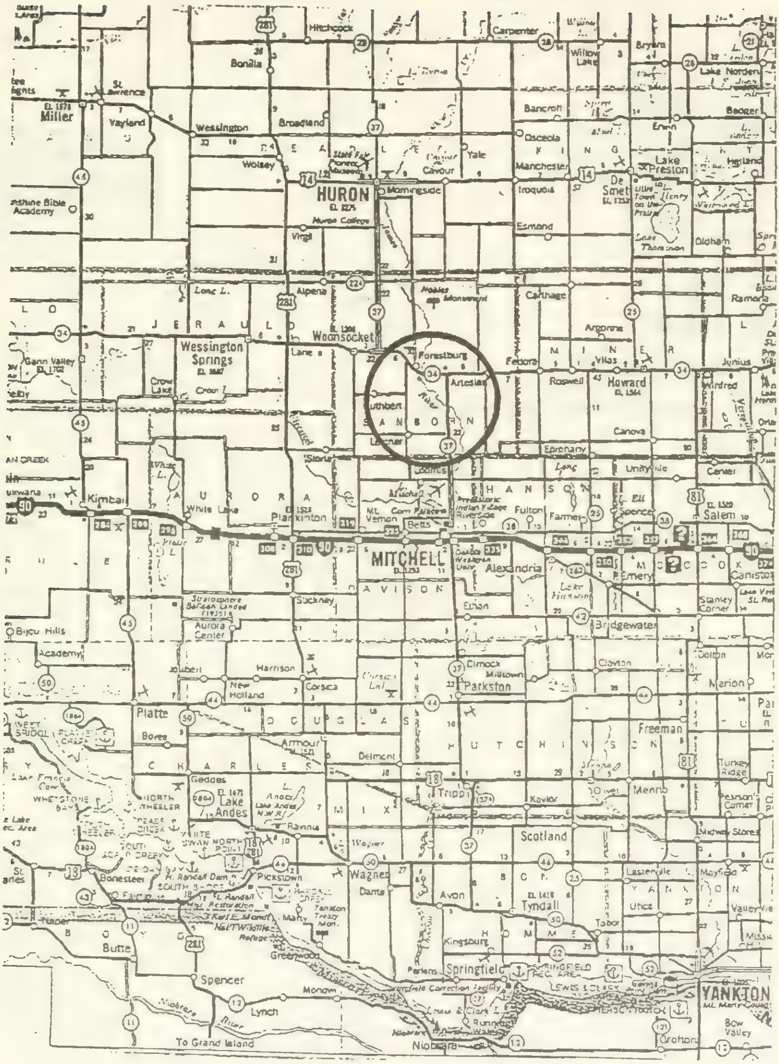
SD34, from SD37 South, west to begin 4-lane south of Huron
Length 9.7 Miles
Grade, Structures and Surface
Estimated cost $8.784 Million

Total cost - $18.115 Million

Federal Funding

Total Federal Funding	$ 0.0
Total Estimated cost $18,115,000; 80% Federal	$14.492 Million

EASTERN DAKOTA EXPRESSWAY



HELL CANYON - U.S. HWY 16

ESTIMATED COSTS:

GRADE - 4.1 MILES	$ 5.440 MILLION
STRUCTURE - 1,800 ± FT.	$13.500 MILLION
SURFACE - 4.1 MILES	$ 2.220 MILLION
TOTAL	$21.160 MILLION

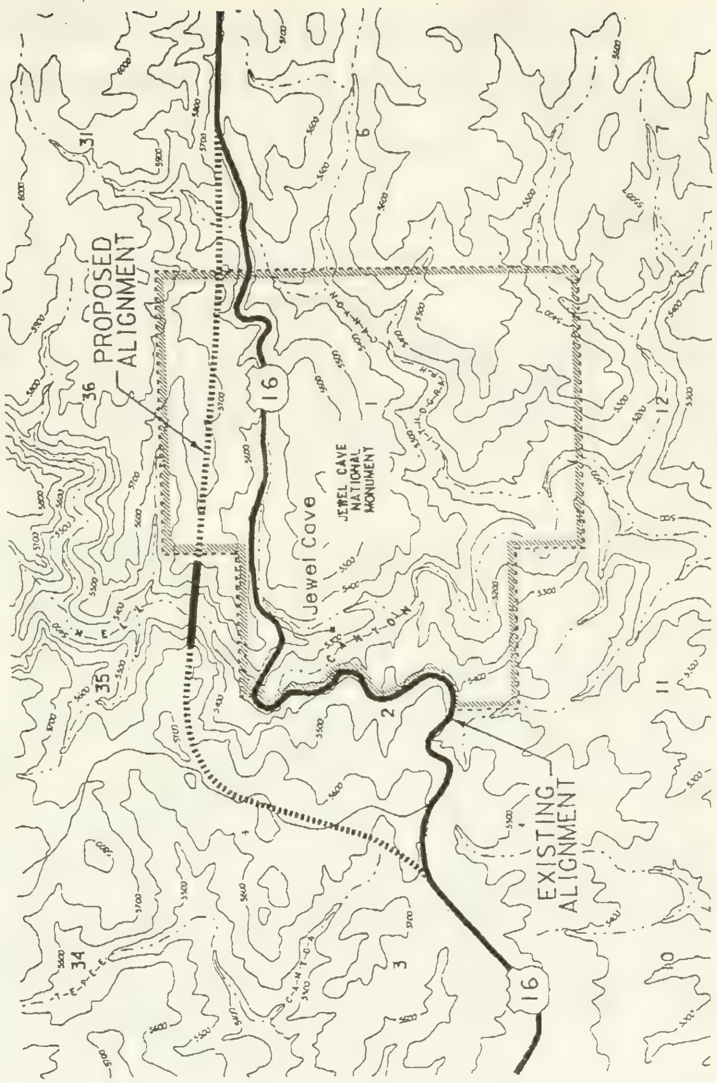
FEDERAL FUNDING:

TOTAL FEDERAL FUNDING	$0.0
TOTAL ESTIMATED COST $21,160,000; 80% FEDERAL	$16.928 MILLION

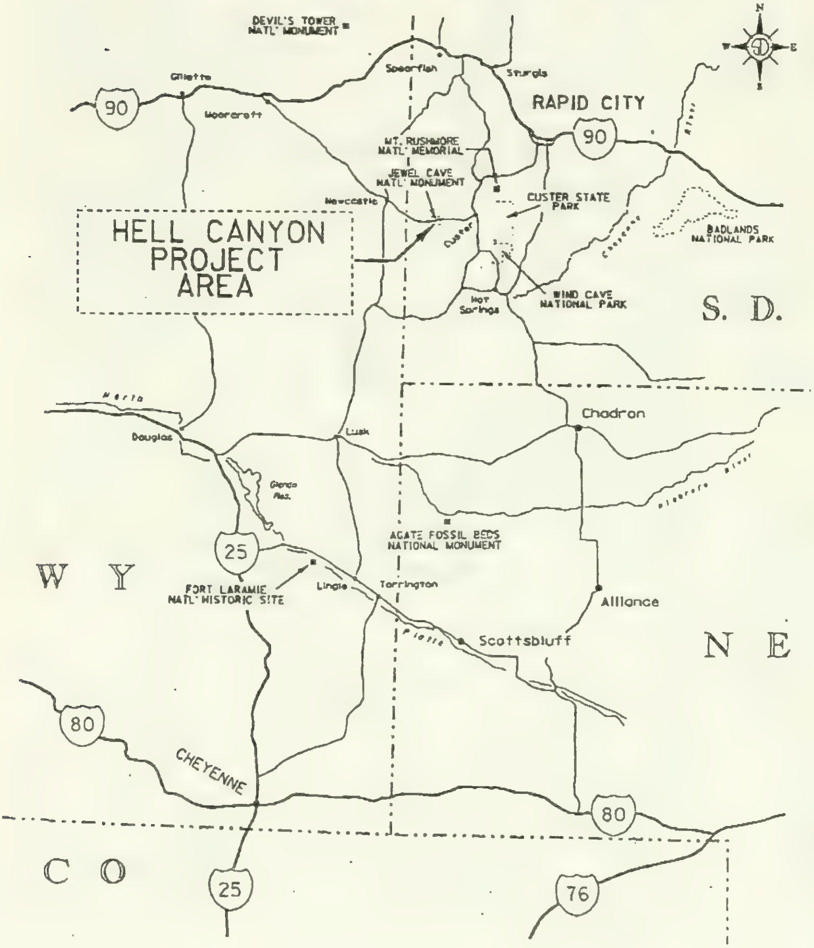
HELL CANYON-U.S HWY 16

F0016(34)11 - PCEMS 1257

CUSTER COUNTY, SOUTH DAKOTA



HELL CANYON VICINITY MAP



Mr. Carr. Anything else?

Mr. Johnson. I appreciate that priorities have to be made, but nonetheless, these are important programs and South Dakota has a backlog.

Mr. Carr. Where would you advise us to make cuts?

Mr. Johnson. Obviously, you are going to have to evaluate all of those programs, and they are not all going to be able to get full funding, that is obvious. But I did want to pass on, not only my support, but the support of my DOT, that we make as much progress as we can on all of those programs. I don't want the committee to think that we are focusing exclusively on a handful of specific projects, but that we do support the basic thrust of formula funding that goes on out of your committee.

I don't want to take up more time here. My statement is submitted for the record, which goes into much more detail about the merits of these projects and others.

Again, I want to thank you for the committee's past careful and very supportive look at projects in South Dakota and Nebraska and its strong support for maintaining our Nation's transportation infrastructure.

Thank you.

Mr. Carr. We appreciate your giving us advice on a number of important projects in South Dakota.

Doug, do you have——

Mr. Bereuter. Thank you and Members of the subcommittee past and present for the assistance and support in appropriations you have provided to the State of Nebraska. We are grateful for it.

I have three appropriation matters that I would like to speak upon. The first two have been well-described by my colleague because they are bi-state bridges across the Missouri River. Both are not only authorized, of course, but the initial appropriations have been made for both because of this committee's action.

In fact, you have been more generous than the Senate counterpart. So you have heard the request with respect to the Vermillion bridge. I won't go into the details of why it is important because my colleague has already done that and I have it in detail in the report.

The additional request amount is $6.885, which is $200,000 more than Congressman Johnson; but that will be matched by the State of Nebraska, not by the State of South Dakota.

The other, the $1.46 million, which is expected to be the final appropriation required for the Niobrara, Nebraska-Springfield, South Dakota bridge which is further along. This is not covered in my written testimony because I was unaware until 2 days ago that the two departments are now requesting that additional amount. But I support Congressman Johnson's comments about that.

The only Nebraska-specific project that I am requesting appropriations for is a feasibility corridor study for a south and east bypass for the City of Lincoln, Nebraska, a capital city of about 200,000. I am requesting a $500,000 feasibility and corridor study to consider a way to complete the circumferential highway around the City of Lincoln by examining routes that at this point are exclusively outside the city limits of the city.

This is my highest priority request for the subcommittee this year. The current transportation network in Lincoln is under stress and a new approach must be studied to implement a new transportation system.

The appropriation coming to the metropolitan planning agency there is $190,000 per year, so something of this magnitude, even with additional local funds is out of the question to proceed. This beltway highway for which this would be the last, say, one-third of the circumferential, has been discussed for more than three decades. I think the need to implement such a plan becomes more apparent each year.

I would like to mention some report requests. The subcommittee for the last two years has assisted me by listing York, Nebraska and the new Nebraska City Airport under construction now, the latter under construction now, that they receive higher priority and consideration by the FAA to complete, in both cases, the extension of runways so they can serve smaller jet aircraft.

In both cases, I urged the Nebraska Department of Aeronautics and the FAA to build an adequate runway, in the first place, but in both cases, they resisted, and now we can't seem to move them back to the point where they can under the FAA priority systems extend those runways.

In the case of the Nebraska City Airport, the bids were too high for land acquisition and they are $250,000 short in order to buy sufficient land so that they have a second crosswind runway. They have ignored basically the report language of the subcommittee and the conference report for the last 2 years.

I am proposing that Amtrak conduct a feasibility and profitability study for Amtrak service between Omaha, Nebraska and Kansas City, Missouri. I know that would likely cause eyebrows being raised, but in fact the Omaha-Kansas City route is often described by Amtrak itself as the "missing link" in the Amtrak system; so they are supportive of adding this link because it provides the only access from the southeast part of the United States through St. Louis and Kansas City to the Pacific Northwest. Otherwise, you backtrack to Chicago.

So it opens up access from the southeast part of the country to Denver, Salt Lake City, Portland, Oregon, Seattle, et cetera. It is a relatively short stretch.

The railroad system is under the control of two railroads at this point and are in good shape. I expect that ultimately if they proceeded with it, they would find it is a profitable proposal and they would probably ask the State of Missouri and the State of Nebraska to share some of the cost for rolling stock.

Finally, I am requesting report language to encourage the two States, the States of Nebraska and Missouri to look at the sufficiency of the existing Missouri River bridge. That corner of the State, it is not only our extreme corner of the State but the extreme corner of the State of Missouri. I think it is an area that has been neglected but it is important to a number the cities in the area.

That concludes my testimony with Congressman Johnson. I would be happy to try to answer any questions you might have today or later.

[The prepared statement of the Hon. Bereuter follows:]

STATEMENT OF CONGRESSMAN DOUG BEREUTER
TO THE HOUSE APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION
MAY 7, 1993

Chairman Carr, Congressman Wolf, and members of the Subcommittee: I would like to begin by expressing my sincere appreciation and gratitude to the subcommittee for the support you have shown to Nebraska over the years and also for your overall efforts to improve the country's infrastructure.

I. BI-STATE PROJECT

Funding Request for Bridge Across Missouri River Between the Newcastle, Nebraska Area and Vermillion, South Dakota

As you know, my colleague from South Dakota, Tim Johnson, and I requested assistance from this subcommittee last year for the proposed bridge across the Missouri River between the Newcastle, Nebraska area and Vermillion, South Dakota and are grateful for this subcommittee's approval of $4.12 million for this project. This figure was later reduced to about $3.29 million in the conference report which was approved by both the House and the Senate.

I appreciate having the opportunity to appear before you to request an additional appropriation of $6.885 million for the bridge across the Missouri River between the Newcastle, Nebraska area and Vermillion, South Dakota. The Federal share of the project would be 80 percent while Nebraska and South Dakota would each contribute 10 percent. This appropriation request includes $200,000 for a preliminary study to consider a general route alignment from the Wayne, Nebraska area to the selected bridge site, with the matching 20% share coming from the State of Nebraska for the $200,000 study item.

Authorization for the bridge is included in Section 1107 of the Intermodal Surface Transportation Efficiency Act of 1991. This legislation authorized $3.6 million for the bridge. In addition, the FY92 Transportation Appropriations Bill included $32,000 for the studies involving the planning and feasibility of the bridge for which Congressman Tim Johnson and this Member are very appreciative.

Mr. Chairman, I am pleased to know of the emphasis you have placed on developing economic criteria as a means for evaluating projects. In this case, I believe you will find tremendous economic benefits for the entire region when this project is completed.

I am also convinced that this bridge, when completed, will serve as a connector for one of two major north-south routes across Nebraska. In addition, to act as a connector it will first require a new highway connection between Wayne, Nebraska, and the bridge; and second, it will require an updgrading of the highway between Wayne and Norfolk, Nebraska, to connect to U.S. 81 which is currently being upgraded. This will mean that from the Kansas border, near Chester, there will be a direct link across Nebraska to Vermillion, South Dakota, and I-29.

For six decades, the prospect of constructing a bridge in the Newcastle-Vermillion area has enjoyed wide-spread support. An impressive coalition of community organizations, local governments, businesses, and individuals from both Nebraska and South Dakota has joined together in support of this bridge. Such a bi-state consensus is possible because the benefits resulting from the bridge's construction are so clear. These benefits include increased economic development, enhanced recreational opportunities, improved access to health care, and a reduction in transportation costs. Also, the construction of this bridge will improve the general quality of life for the area's residents by creating additional opportunities for higher education and cultural and social activities.

Due to the current lack of a bridge, communities in northeast Nebraska and southeast South Dakota have remained isolated from each other despite their proximity. As a result, economic activity in the region has been hampered and labor and commerce options have been limited. Clearly, the completion of a bridge across the Missouri River will be a significant aid in attracting new businesses to the area.

It is also important to keep in mind the educational opportunities which would be opened for residents on both sides of the river. The University of South Dakota, located in Vermillion, offers an excellent selection of academic programs. However, because of the added distance to trips, many individuals who live in northeast Nebraska have a difficult time attending classes, especially if they are part-time, working students. The University is a popular destination for non-students as well since it has a dome arena which is used for sporting events and numerous other large events and shows. Wayne State College, located in northeast Nebraska would also benefit from the easier access offered by a bridge. Wayne State and the University of South Dakota have expressed an interest in developing cooperative programs which could help students from both institutions and complement the educational services they offer in this bi-state region.

I am pleased to join with my colleague from South Dakota, Tim Johnson, in expressing our strong support for this bridge and our request for the funding necessary to ensure its timely construction.

II. NEBRASKA-SPECIFIC PROJECTS

Request for Funding of a Feasibility Study for a South and East Bypass for Lincoln, Nebraska

I am also requesting $500,000 for a feasibility study to consider a circumferential highway around the City of Lincoln, Nebraska, by examining routes that at this point are exclusively outside the city limits of the City of Lincoln. This is my highest priority request of the subcommittee this year.

While this is a critically needed study, the City of Lincoln's Metropolitan Planning Organization receives only about $190,000 per year for planning activities. Clearly, a study of this magnitude would require additional funding in order to be undertaken.

The current transportation network in Lincoln, Nebraska, a city of nearly 200,000, is under stress and a new approach must be studied to implement a new transportation system. The approach which seems to make the most sense is the completion of a circumferential roadway system by the development of highway segments south and east of the city. This possible circumferential roadway would help meet current needs and accommodate future growth before such development of these highway becomes prohibitively expensive. A beltway highway for Lincoln has been discussed for more than three decades and the need to implement such a plan becomes more apparent each year.

A recent city task force looking at the possibility of the beltway determined that the development of such a system would be a crucial component of the regional transportation network which would accomplish the goals of moving traffic around congested urban areas and providing for an expanded capacity of the urban system.

III. REQUESTS FOR REPORT LANGUAGE

A. Allocation of Federal Airport Funds for the State of Nebraska

I would also like to mention briefly another area of great interest to me and two of the communities in my district.

- York Airport

Again, I am requesting that this subcommittee include report language which would give a higher priority to the York Airport with regard to the allocation of the state's share of the Federally funded Airport Improvement Program. Prior to construction of the airport in York, I made the case that the runway should be extended in order to handle the larger multi-engine and jet aircraft of companies vital to the economic development of the area. However, this runway length was not approved by the Nebraska Department of Aeronautics. Now, year after year, the community's needs are frustrated by the priority system which does not elevate this project high enough to receive approval. Unfortunately, the state Department of Aeronautics and the FAA have been unresponsive to this important matter with an appropriate funding priority. The FAA has ignored the subcommittee's recommendations and the FAA's priority system has taken precedence over any report language. I have reluctantly reached the conclusion that my intervention is necessary if this crucial project is to receive funding. I am requesting this subcommittee's assistance in having the FAA re-evaluate this request and, if necessary, override the deficient priority system, thereby beginning the runway extension project with a portion of Nebraska's existing allocation of Federal funds for FY94. Obviously, the FAA priority system does not take into account the fact that the initial appropriate runway length was not approved by the Nebraska Department of Aeronautics.

- Nebraska City Airport

Secondly, I am requesting an increase in the land acquisition grant to facilitate the construction of an adequate airport for Nebraska City. An increase is necessary so that sufficient funds will be available for buying all the FAA-approved parcels, even though appraisals may ultimately be higher than initially planned due to court challenges of the initial land appraisals. If such a supplemental grant is approved, any funds not necessary for land acquisition should be directed toward the airport's runway and other approved construction elements.

Nebraska City does not currently have a city-owned municipal airport. As a result, the city has been leasing an air strip. However, this air strip does not meet the city's current needs and the community recognizes the necessity of constructing a municipal airport. Following an elaborate site selection process, a site was selected approximately four miles south of Nebraska City. The new airport is now under construction, but at a reduced size, due to inadequate funds to purchase the land necessary to implement the airport layout plan.

The Nebraska City Airport Authority is requesting a supplemental grant of an amount not to exceed $250,000. Without a grant increase, the scope of the airport project would be greatly limited and would only allow for a much shorter runway than will eventually be required. For this reason, I am requesting report language that will increase Nebraska City's grant amount from FY94 funding to facilitate the construction of an adequate airport.

I would like to emphasize that this is the third year in a row that I have requested priority status report language for these two airports, but the FAA has ignored the recommendations of the Congress. I certainly appreciate the subcommittee's cooperation in this matter. However, I continue to be frustrated by the unwillingness of the FAA and Nebraska Department of Aeronautics to concur with the subcommittee's recommendations.

B. Feasibility and Profitability Study for Amtrak Service Between Omaha, Nebraska and Kansas City, Missouri

I would also like to request report language requiring a comprehensive feasibility and profitability study to be completed by January 1, 1994, for Amtrak service using existing rail lines between Omaha, Nebraska and Kansas City, Missouri with intermediate stops in Falls City and Nebraska City, Nebraska, and Beverly, Armour, and St. Joseph, Missouri.

I certainly understand the subcommittee's reluctance to support new routes when they would require substantial Federal subsidies for the foreseeable future. However, I would like to emphasize that according to a 1992 Amtrak evaluation of proposed Amtrak service to areas not presently served, the proposed Omaha-Kansas City route was one of only two shown to have the potential to be self-supporting when connecting revenues are taken into account. The study also indicated that the Omaha-Kansas City line would have the fourth lowest start-up costs of the 20 proposed routes.

The importance of this route lies not only in the significant benefits it would provide to the immediate area, but also in the critical link such a route would provide for the rest of the country. In fact, the Omaha-Kansas City route is often described by Amtrak as a "missing link" in the Amtrak system. It becomes clear when looking at a map of the system that this route would provide a crucial connection for passengers travelling between the southeastern part of the United States through St. Louis, Kansas City, to Denver, Salt Lake City, San Francisco, and the Pacific Northwest. Currently, passengers must often backtrack from the central U.S. and the Southeast to Chicago in order to travel to the Pacific Northwest.

C. Study of Bridge Across Missouri River in the Vicinity of Rulo, Nebraska and Fortescue, Missouri

I would also like to request report language calling for the states of Nebraska and Missouri to conduct a study to be completed by January 1, 1994, concerning the appropriateness of using discretionary or demonstration funds for the replacement of the bridge across the Missouri River connecting a Federal-aid highway in the vicinity of Rulo, Nebraska with a Federal-aid highway in the vicinity of Fortescue, Missouri.

Mr. Chairman and members of the subcommittee, again, thank you for the opportunity to express my support for these projects.

Mr. **Carr**. I do have a couple of questions and a couple of comments. You have probably noted in some of the materials that we have been hard at work over the last few months in an effort to improve the quality of our decision-making. We have produced a series of investment criteria that we would like all of the proposers of projects to fill out.

There are copies of them before you. If you would take one and send them back to your respective States and indicate to them that we would like answers to some of those questions.

I have to tell you that we are, much as we would like to begin applying this full force this year, we will probably be unable to do so simply because of the time compression that we are operating under. But we do at least want to do it as an exercise so that we can begin at least to develop some historical data so that when we step up to the fiscal year 1995 issues a year from now, and indeed we are already beginning to get 1995 time frame requests before us, so we want to begin putting this into effect.

It isn't a pop quiz. There are no right or wrong answers. If answers aren't available, people should just note that.

It is just an effort to improve our decision-making by improving the data that we have to reflect upon.

Mr. **Bereuter**. May I ask you a question about that? I am sure that relates to construction; does it relate to preliminary or feasibility studies?

Mr. **Carr**. Yes, it does. We are aware, too, that we are in a transition phase. We have a number of projects that are well-advanced in the pipeline and any effort to get data on those will be almost a pure academic exercise, because it is clear that those projects were started under a system of no criteria. That doesn't mean that they are not worthwhile, but it would be unfair to simply chop those off and prejudice a lot of effort that had gone into putting those projects together.

On the other hand, some projects in the pipeline are fairly early. Indeed, some haven't begun. So we are going to try to get them into the system as well.

One other change, Congressman Bereuter, that I wanted to alert you to, because you have asked for airports to be put on a priority list and the FAA has seemingly ignored the priority list. I can tell you now in a way I probably couldn't have told you last year, the priority list doesn't mean anything and that is why they ignored it. This year it is going to be my recommendation to the committee that we not use the priority list.

In fact, it got to a ridiculous point, where it would be easier to list the airports not on the priority list as opposed to those that were; it was a shorter list. In the investigation that led to the investment criteria, it also disclosed that the FAA airport people used no criteria at all.

It was not that they didn't exercise their best judgment, but we couldn't figure out, there was no accountability on how their judgments were being exercised. Indeed, the top leadership of the FAA told this Member that they didn't think they were obligated to use criteria of any kind, that there was simply a dole out of the dollars operation.

If an airport was eligible, it got the dollars; if not, it didn't get the dollars. Somebody, somewhere was making subjective determinations about which airports were to be funded.

Part of the exercise is in joint cooperation with the Secretary of Transportation, and in conversations we have already had with FAA, FAA will begin, hopefully, to apply investment grade criteria the way we are. So because we are changing the dynamic power making these decisions, it is unlikely, in my judgment, that there will be a priority list of airports.

Therefore, I would ask that your airports make an individual submission of a request. I don't know that we will be doing earmarking, particularly in 1994, but it would seem to me that by 1995, we would be amenable to earmarking some top quality projects in our bill and that will be a change. So I want to advise you of that so that you can get your airports to——

Mr. BEREUTER. May I tell you that I think that, in fact, there has been—my judgment agrees with your own; there has been no firm criteria that they use. In my prior life, I was involved in preparation of a Missouri State Airport Plan as a consultant, and I have been frustrated with the arbitrary way that decisions have been made with respect to the distribution of funds.

I wonder if you are going to suggest by statute, criteria that they follow, and if you do I, am anxious to help you.

Mr. CARR. We thank you for that help. We operate currently under an authorization which doesn't require the FAA to enforce criteria. However, the Secretary of Transportation and I are working in concert on this criteria business and I can't say that he will adopt our criteria or that we will adopt his, but the Secretary is very interested in adopting criteria. One of the largest polls shows almost all the agencies in DOT apply some kind of criteria.

It is of mixed quality and its application is not always uniform but at least all except FAA airports are using some form of criteria. Even FAA facilities and equipment, FAA control towers, et cetera, are using criteria. But FAA doesn't think they are in the criteria business, and we are going to get them into the business.

Whether that is by virtue of our oversight or the authorization committee actually demanding it in the authorization law, my guess is it will get done. But your help is gratefully accepted.

Let me ask you a question about the Springfield-Niobrara. When I look at a map, they aren't across the river from one another, so I am a little confused as to where that bridge actually is. There is a place called Running Water.

Mr. JOHNSON. It would be connecting Running Water, which is a crossroads with the——

Mr. CARR. On all these bridges, the State is picking up the tab for the approaches to the bridge and land acquisition, and all those costs are——

Mr. JOHNSON. That is correct. They have gone through a fairly extensive siting debate and obviously they are selecting the lowest cost option plus——

Mr. BEREUTER. Plus 10 percent each on the construction cost of the bridge itself.

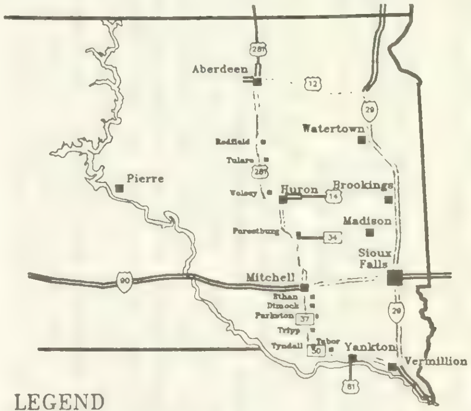
Mr. CARR. On the expressway, you talked about the Eastern Dakota Expressway. I am having trouble figuring out where that alignment is on my map, which is nothing but an old Road Atlas. Vermillion, I have Sioux Falls. It looks like it would parallel an interstate.

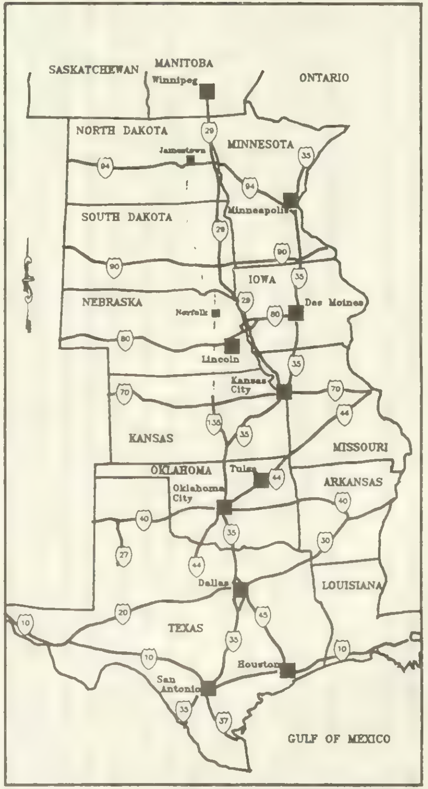
Mr. Johnson. The State of South Dakota is interested in pursuing the feasibility of a four-lane highway. This is not an interstate-engineered highway but a four-lane, divided highway, which would in effect create a loop connecting the States' largest communities in the eastern half of the State. Vermillion and Yankton are already connect by four-lane highways. But it would go from Yankton, north to Mitchell, on to Huron, up to Aberdeen at the north end of the State, and than back to I–29. I don't know if you have a map that——

Mr. Carr. To save time, could I ask you to forward a request to your highway department to give us some maps? And also on the Lincoln matter, again we just don't have a lot of maps here that we can look at just to get a feel for what is being proposed.

[The information provided by the Hon Johnson follows:]

PROPOSED DAKOTA EXPRESSWAY





LEGEND

- ═─ PROPOSED DAKOTA EXPRESSWAY
- ── EXISTING HIGHWAYS
- ═ 4 LANE HIGHWAYS
- ■ COMMUNITY POPULATION OVER 100,000
- ▪ COMMUNITY POPULATION UNDER 100,000
- (20) INTERSTATE HIGHWAY
- (81) US HIGHWAY
- [37] STATE HIGHWAY

DAKOTA EXPRESSWAY

EXPRESSWAY LOOP: 630 TOTAL MILES
EXISTING FOUR LANE: 303 MILES
EAS EASTERN S.D. POPULATION: 487,200
S.D. POPULATION: 696,004
(198 (1990 CENSUS DATA)

YANKTON AREA CHAMBER OF COMMERCE
P.O. BOX 588 · YANKTON, SD 57078 · 605-665-3636

FOR: PLANNING & DEVELOPMENT DISTRICT III
BY: B & E ENGINEERING

Mr. CARR. You indicate that the Lincoln is a south and southeast—is that right?

Mr. BEREUTER. Yes. We will be happy to provide you with detailed maps and have them work on the investment criteria as well.

Mr. CARR. One other thing that you might indicate for us, is a few years ago it didn't really matter, because in relative time frames, the National Highway System plan was sufficiently far in the future that we did things without regard to whether things were going to be on or off that system. We are getting pretty close to that now.

States are now in the process of making their submissions to the Secretary, and the Secretary has to forward them to Congress, and he can add 15 percent at his own motion. So we are somewhere around 155,000 miles. We are getting into a time frame now, though, that we need to know whether we are being asked to finance something that is on or off of what the State is now proposing to DOT in terms of the National Highway System. So if you would for each of your projects indicate whether it is on or off-again, there is no right answer—it is just by way of trying to give us some information so that we can make better decisions.

We thank you for the help that you have been to the committee and the support you have given us and look forward to working with you.

I want to say for the record that we have had 23 days of hearings at this point. That is compared with 23 days of hearings in 1992, and 21 days of hearings in 1991. We still have at least two more days of scheduled hearings to go next week.

At the completion of our hearings, we will have heard approximately 260 witnesses that are apart from the administration witnesses that we hear from as a normal course. So in terms of our congressional colleagues and other public witnesses, we have heard from about 260 people. That compares to about 230 witnesses, again exclusive of administration witnesses that we heard in 1992.

As of yesterday, and we didn't total up the Nebraska–South Dakota request here yet, but as of yesterday, our requests were $2.85 billion for special consideration before the committee. It is unlikely we are going to have more than $1 billion to make decisions about. So that gives you some notion of the gravity of the problem that we face.

We are going to have a full day of hearings today, and I wouldn't be a bit surprised if we top $3.5 billion worth of requests. So this committee has a lot of work ahead of it.

FRIDAY, MAY 7, 1993.

EXTENSION OF AMTRAK FROM CHICAGO TO FLORIDA

WITNESSES

HON. BOB CLEMENT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TENNESSEE

HON. FRANK McCLOSKEY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA

HON. J. ROY ROWLAND, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF GEORGIA

HON. DON RIDGEWAY, STATE REPRESENTATIVE IN THE TENNESSEE STATE LEGISLATURE

Mr. CARR. Our next witness will be Frank McCloskey, Bob Clement and Roy Rowland, all valuable Members of the Congress from the States of Indiana, Tennessee and Georgia.

I am informed that Mr. Rowland is unavoidably delayed and won't be with us. We will put his statement in the record.

[The prepared statement of the Hon. Rowland follows:]

J. ROY ROWLAND
8TH DISTRICT GEORGIA

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ENERGY AND COMMERCE
VETERANS AFFAIRS
SELECT COMMITTEE ON
CHILDREN YOUTH AND FAMILIES
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STATEMENT OF THE HONORABLE
J. ROY ROWLAND
MAY 7, 1993
APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION

Mr. Chairman, Two years ago members in favor of the restoration of the AMTRAK "Floridian" train service appeared before the subcommittee to request funding for this project. However, funds were not included in the budget for this purpose.

As you may know, since that time, four of the six states along this proposed route have passed legislation and formed an Interstate Rail Compact in favor of this project. Those states include, Georgia, Tennessee, Indiana and Illinois. This past weekend, representatives of those states met in Nashville, Tennessee to discuss this project and their efforts. In addition, officials from Kentucky were also on hand to take part in the discussion. Further, I understand that at the meeting, the compact agreed that a more detailed study of the Western Route, as illustrated within the December 1990 AMTRAK report to the Congress, is necessary in order to develop a clear plan of action in order to restore this service.

We, the members of the House AMTRAK "Floridian" coalition, have been working for the enhancement of the overall U.S. passenger rail infrastructure. During our efforts, we have recognized and so has the Congress, that the "Floridian" route is one of the major gaps in our current system. For that purpose we have become very strong advocates of this route.

The most recent efforts of our coalition has been the introduction of the "Floridian" Passenger Rail Service Reestablishment Act of 1993. This bill requires AMTRAK to begin operation of regular rail passenger service from Chicago to Jacksonville, Florida by January 1, 1996 in time for the 1996 Summer Olympic Games.

I think that the focus on rail travel by the new Administration, is a positive step which will benefit our nation in many ways for years to come, and that the "Floridian" route can be a vital part of this revitalization.

Mr. Clement. This is someone I have known for many years, Representative Don Ridgeway, who is in the State Legislature in his fifth term, and he is our House Majority Caucus Chairman for the State of Tennessee and serves on the Calendar, Rules, Finance, Ways and Means and Transportation Committees.

He is also representing the Interstate Rail Compact Commission. As you know, thanks to you and the other Members of the committee, we established this this past year to ensure that all the States from Illinois to Florida were organized and participated at the grass-roots level concerning the restoration of Amtrak rail passenger service from Chicago to Jacksonville, Florida.

He will be pleased to make any comments or answer any of your questions.

Mr. Carr. Welcome to Washington.

Welcome to the committee, Representative Ridgeway. I wish I could be on Transportation and Ways and Means at the same time. Or maybe I don't. It depends on the year, I guess.

Mr. Clement. That wouldn't be so bad.

Thank you for allowing Congressman Frank McCloskey and myself to testify before your distinguished subcommittee today.

As you know, Mr. Chairman, this is our third appearance before the Appropriations Transportation Subcommittee to testify in support of establishing Amtrak service from Chicago, Illinois, to Jacksonville, Florida, through the Cities of Evansville, Indiana, Nashville, Murfreesboro, and Chattanooga, Tennessee, and Atlanta, Georgia.

In 1990, Amtrak released a study which stated that the opportunity exists for restoring passenger rail service between Chicago and Florida. The 1990 study concluded, and I quote: "Amtrak would be willing, therefore, to work with the States and communities between Chicago and Florida, as well as Congress, to address the significant capital and operating funding needs for the service and to attempt to develop cost-effective ways in which this service might be implemented."

Ever since that study was released, each of the six States through which the route would travel, each of the cities that would be served by Amtrak passenger service, as well as the 11.5 million people who live along the route, have shown tremendous support for this service and have already demonstrated that they will work together to restore the Chicago to Jacksonville route.

Last year, Congress passed Frank McCloskey's legislation to give congressional consent to an Interstate Rail Passenger Compact Commission consisting of the States involved in the projects. The Commission's mandate is to study and evaluate such issues as equipment, facilities, and financial contributions needed for the route.

Mr. Chairman, I am pleased to report that last Friday and Saturday Nashville, Tennessee, was host to the very first meeting of the Interstate Rail Compact Commission with representatives from the States of Tennessee, Illinois, Indiana, Kentucky and Georgia in attendance. I told the Commission that I would report to the Appropriations Subcommittee on Transportation on the results of their meeting.

Mr. Chairman, let me summarize by saying you would be impressed by how far they have come in organizing efforts to secure Amtrak service. I am pleased to report that a consensus was reached. All Commission members agree that this project is very important to their respective State's transportation planning and merits further in-depth study.

As a result of the meeting, I respectfully request the Appropriations Subcommittee on Transportation to direct the Department of Transportation to undertake an independent study of the economic and engineering feasibility of establishing the Chicago to Florida route. I understand from your subcommittee staff that the Volpe National Transportation System Center in Cambridge, Massachusetts, has the expertise and background to conduct such an independent analysis.

Congressman McCloskey, Congressman Rowland and I agree that such a study would greatly assist the Congress and States in assessing and evaluating the necessary investment required as well as updating the economic benefits of establishing rail passenger service in this market.

Amtrak's 1990 study planted the seed that will, in my opinion, lead to the establishment of passenger rail service, whether by Amtrak or perhaps by some other entity in our part of the country. Amtrak has recognized that the Chicago to Florida route by way of Nashville is a significant gap in their service route map.

Others assert that this route has one of the greatest ridership potentials of any market in the country. That is why we need a thorough independent analysis of the route. An independent feasibility study will give us the information we need to determine how best to renew passenger rail service.

Mr. Chairman, we appreciate your leadership in assisting us on this issue these past several years. I believe our request is reasonable and we will be more than happy to provide you or your staff whatever information you might need on this matter.

At this time, I would like Congressman McCloskey to speak.

Mr. McCloskey. If you would accept my formal statement for the record——

Mr. Carr. Your statement will be made part of the record.

Mr. McCloskey. I appreciate that.

I thoroughly endorse everything Mr. Clement has had to say. We have been here before. There is continuing tremendous enthusiasm not only in the Evansville area but throughout southwestern Indiana and in the tri-State area involving Indiana, Illinois and Kentucky.

I think with your interest in aviation, Mr. Chairman, and transportation economics, I think an item of importance as far as possible needs or the sorts of competitive gaps that it could fill, would be the simple fact as to transportation economics. I understand the round-trip air fair now between Evansville and Chicago, for example, is $460, which I think is rather a stark figure—between Evansville and Chicago.

My statement has listings of other prices on various other routes in the Midwest that could be improved by this service. There has been—for example, between Jacksonville and Atlanta, which is, you might say, a stone's throw there, but $400.

There has been tremendous enthusiasm generally. There has been some informal ridership and promotional work done and we really do think that future Amtrak planning and implementation should include this route.

As Bob mentioned, I think you can see in the Amtrak routes just what an opportunity that would be and it would avoid the present routing in the Midwest.

Thank you, Mr. Chairman.

[The prepared statement of the Hon. McCloskey follows:]

THE HONORABLE FRANK McCLOSKEY
EIGHTH DISTRICT, INDIANA

TESTIMONY BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
MAY 7, 1993

MR. CHAIRMAN, AS YOU ARE WELL AWARE, MR. CLEMENT AND I HAVE APPEARED BEFORE THIS SUBCOMMITTEE IN THE PAST TO REQUEST ITS SUPPORT FOR RENEWING RAIL PASSENGER SERVICE BETWEEN CHICAGO, ILLINOIS, AND JACKSONVILLE, FLORIDA. SUCH SERVICE WOULD FILL A MAJOR GAP IN THE NATION'S RAIL PASSENGER SERVICE NETWORK BY CONNECTING THE CITIES OF EVANSVILLE, NASHVILLE, CHATTANOOGA AND ATLANTA WITH THE REST OF THE COUNTRY.

WE ARE REQUESTING AN INDEPENDENT STUDY OF THE FEASIBILITY OF THIS ROUTE AT A COST OF $500,000. SUCH A STUDY IS NECESSARY TO DETERMINE WHAT LEVEL OF CAPITAL IMPROVEMENTS ARE NECESSARY, TO PROVIDE A DETAILED MARKET ANALYSIS, TO PRESENT GROWTH PROJECTIONS, AND TO OUTLINE OPERATING AND MAINTENANCE COSTS. SUCH A STUDY WOULD EXAMINE THE ROUTE WHICH HAS BEEN ADOPTED BY THE

INTERSTATE RAIL COMPACT COMMISSION AND CONSIDERED BY AMTRAK TO BE THE MOST EXPEDITIOUS AND LEAST COSTLY. ATTACHED IS AN OUTLINE OF THE PROSPECTIVE SCOPE OF WORK.

THE FIRST MEETING OF THE INTERSTATE RAIL COMPACT COMMISSION -- CONSISTING OF THE STATES OF INDIANA, ILLINOIS, TENNESSEE AND GEORGIA -- WAS HELD LAST SATURDAY IN NASHVILLE, TENNESSEE. AT THAT MEETING, THE COMMISSION AGREED THAT THE NEXT STEP TOWARD REALIZING OUR GOAL OF RENEWING RAIL PASSENGER SERVICE IS TO CONDUCT AN INDEPENDENT STUDY WHICH ACCURATELY DEPICTS THE ECONOMIC BENEFITS AND COSTS OF THIS PROJECT.

WE BELIEVE THAT AMTRAK'S 1990 STUDY WAS NOT EXPANSIVE ENOUGH TO HELP US DETERMINE THE VIABILITY OF RENEWING RAIL SERVICE IN THIS AREA. AMTRAK'S STUDY SUGGESTED THAT CAPITAL COSTS COULD EXCEED $155 MILLION YET IT DID NOT SPECIFY WHERE SIGNALLING AND TRACK IMPROVEMENTS WOULD BE NECESSARY NOR DID IT EXAMINE THE POSSIBILITY OF REFURBISHING EXISTING EQUIPMENT INSTEAD OF ORDERING ENTIRELY NEW SUPERLINER EQUIPMENT. AMTRAK ALSO ESTIMATED THAT ANNUAL OPERATING LOSSES COULD REACH $18 MILLION TO

$20 MILLION. HOWEVER, THESE FIGURES DO NOT MAKE SENSE WHEN ONE SIMPLY CONSIDERS THE COST TO FLY BETWEEN THE MAJOR CITIES ALONG THE ROUTE RELATIVE TO THE PRICE OF A TRAIN TICKET.

THE COST OF WEEKDAY BUSINESS FLIGHTS BETWEEN MAJOR CITIES ALONG THE PROPOSED RAIL ROUTE IS VERY PROHIBITIVE. FOR EXAMPLE, THE PRICE OF ROUND TRIP AIRFARE BETWEEN EVANSVILLE AND CHICAGO IS $460, BETWEEN EVANSVILLE AND NASHVILLE IS $340, BETWEEN NASHVILLE AND ATLANTA IS $500, AND BETWEEN JACKSONVILLE AND ATLANTA IS $400. ON THIS BASIS ALONE, ONE WOULD PRESUME THAT RAIL PASSENGER SERVICE ALONG THIS ROUTE WOULD BE VERY COST COMPETITIVE WITH AIR TRAVEL AND EFFECTIVELY SUPPLEMENT EXISTING MODES OF TRANSPORTATION.

IF THE SUBCOMMITTEE THINKS IT IS WISE, WE WOULD ADVOCATE HAVING USDOT ADMINISTER THE STUDY AND WOULD ENDORSE A WELL-RESPECTED INDEPENDENT GROUP SUCH AS THE VOLPE CENTER TO CONDUCT IT. WHOMEVER IS DIRECTED TO PERFORM THE STUDY SHOULD WORK HAND IN HAND WITH THE INTERSTATE RAIL COMPACT COMMISSION IN COMING TO ITS

CONCLUSIONS.

WE BELIEVE AN INDEPENDENT STUDY WOULD HELP US AVOID MAKING MISTAKES AS WE DETERMINE THE VIABILITY OF THIS PROJECT AND THE DIRECTION WE SHOULD GO. I APPRECIATE YOUR CONSIDERATION OF OUR REQUEST AND AM PREPARED TO ANSWER ANY QUESTIONS THE SUBCOMMITTE PANEL MAY HAVE.

STV Group

Scope of Work Outline

Feasibility Study for Establishment of Passenger Rail Service from Chicago, Illinois to Miami Florida

Task 1. Data Collection and Preliminary Evaluation

Task 2. Market Assessment
- Passenger service
- Freight

Task 3. Freight Impact Assessment

Task 4. Development of Operating Scenarios
- Passenger service
- Freight

Task 5. Capital Requirements
- Right-of-Way
- Rolling Stock
- Shops, Yards and Other Facilities
- Stations

Task 6. Development of Operating and Maintenance Costs

Task 7. Assessment of Environmental Impacts

Task 8. Evaluation and Recommendations

Task 9. Development of Implementation Plan and Financing Strategy

Task 10. Final Report

Estimated Cost: $500,000

Mr. **Ridgeway**. It is an honor for me to testify before you and your committee today. I am from Paris, Tennessee, home of the world's biggest fish fry, an event we have every year. Congressman Clement was there, Senator Sasser and Senator Mathews. Our Compact had our initial meeting at Opryland Hotel last week.

The States of Illinois, Indiana, Kentucky, Tennessee, and Georgia join together to work with you and our congressional delegation to bring about the Amtrak rail service or an independent rail service using the western route that your staff came up with in 1990 as the most feasible. We welcome the opportunity to work with you and hopefully see this route come about in the near future.

As a State representative, I realize that each State will be responsible for some sort of financing. That needs to be included in the feasibility study, because each State, I know it is a concern of Illinois, Indiana, Kentucky, Tennessee and Georgia, that we know what our responsibilities are as far as our State and local government part of the financing.

Any information that the Compact can provide you, we will be happy to, and look forward to a favorable consideration. We want to thank our Congressmen that are working so diligently on this.

Mr. **Carr**. We thank you for the time and attention it took you to get here to be with us.

I would say that this Member of the Congress is interested in working with the Compact. You can report that to them.

Obviously, cost is a major problem. I would say that this committee is unlikely to want to subsidize the operation of yet another long-distance route in America. Approximately, half the long-distance routes in America today are gigantic money losers for Amtrak.

Those that make money, barely stay even with their short-term operating costs. If you include depreciation on the equipment, interest charges, all but probably one, maybe two of the long-distance routes of America lose money.

With our budget problems, the problems this committee has finding money to finance all manner of worthwhile projects across the modes, we simply are not in a position to finance the operational side of Amtrak any longer. Indeed, as I look down this list, if I could, and I know that Graham Claytor, the President of Amtrak, if we could, we would eliminate about—we would probably eliminate about 10 long-distance routes in America because they lose so much money.

Mr. **Clement**. Mr. Chairman, I might comment on that for a moment.

I think we have to look at that as a possibility for our particular route. If the feasibility study and all the other studies show considerable ridership, one way we could establish Amtrak service in the Floridian route is a totally new service. But a second possibility is one of the routes that is presently operating, where they are not maintaining the track properly, where they are not utilizing the service fully—I think that is a second option available to us.

A third option is an entrepreneur or private enterprise wanting to operate the service separate from Amtrak. But until we have additional information, and I think that is one of the reasons why I think, if at all possible, if we could move forward with that feasibility study, it would be helpful to all parties involved to see how we could justify and pay for this service.

Mr. CARR. Well, we have to figure out a way. If the States are willing to come up with the money, if they have enough money to do it, we can piece together a 403(B) type of a operation. You know, there are ways right now, given new service that Amtrak has provided between New Orleans and Miami—there is a way to get from Chicago to Miami, but it doesn't come through your districts. You can go from Chicago to New Orleans and change trains, New Orleans to Miami.

Mr. MCCLOSKEY. A very awkward route, though, wouldn't you say, Mr. Chairman? There was rain in New Orleans when you were there, remember?

Mr. CARR. I am not trying to be difficult here. It is just by way of telling you what difficult problems we have. The Chicago to New Orleans route recovers in revenue only 79 cents of every dollar that it costs in fuel, in crew, in food. That is all it is.

It doesn't include any of the depreciation, any of the interest charges, any of the administrative overhead of Amtrak, any of the maintenance on the track, on the signals. Only 79 cents. So it is a steep financial hill to climb, and I hope that the States and the Compact understand that. We will be glad to help you out.

The study, incidentally, that Amtrak did, showed that—and I am not sure that—do you know if this is short-term recoverable cost—Amtrak said that this route would require a subsidy for just the short term, that is the food, fuel, crew, not to include maintenance, depreciation and interest and overhead. It would require a subsidy of somewhere as low as 13 cents per passenger mile or as high as 59 cents. So that is quite a bit.

Mr. CLEMENT. Well, there has been other information that has come to our attention that refutes that, too. That is another reason why we feel like the feasibility study is very justified.

I don't know how much Amtrak has looked at other routes that are unprofitable and being subsidized heavy; and to move those to another location where they would be more feasible.

Mr. CARR. We asked that question when FRA and Amtrak was here, but they cited the difficulty of the labor protection provisions, that you don't save anything because you have to continue paying the workers, whether they are running a train or not. So until Congress and rail labor and management wants to deal with the labor protection aspect—and I am not saying that labor protection is wrong. It is just a matter of fact, you don't save any money moving a route because you still have to pay the workers. The only thing you save is food and fuel. So it is a nasty little problem.

Chicago—there was a Chicago to Florida route, as you know. It was discontinued because it was the worst long-distance route many years ago. Maybe things have changed. So we need to work on this.

We also are interested in getting more up-to-date data, so perhaps we can help you there. I want to be realistic with you about what it is going to take. I would be happy to meet at any time with members of the Compact and lay out to them exactly where we see this thing going.

If the States are willing to come up with the money and if they are willing to take the risk that ridership figures are promotional rather than real, then maybe we can do something. I don't think candidly this committee is going to be willing to take the risk, given the enormous losses that Amtrak has already sustained.

It would be very hard to add a new——

Mr. McCloskey. Essentially, you are talking about operating subsidy projections?

Mr. Carr. Absolutely. The States would have to operate the system so that it wouldn't be a loser.

Mr. McCloskey. As you indicated, obviously the members of the Compact Commission would be, I am sure, more than glad to meet, and obviously States would have to be consulted—I am sure they could show great commitment or at least have the opportunity to review that.

Mr. Carr. We will be glad to work with you.

I wanted to indicate that it is a tough financial problem. I am glad that the States are willing to work together. I think that is an important first step.

Mr. Clement. With the X-2000 and with the tilt train, there will be a lot of new equipment on the tracks, and plus the emphasis, it appears, that President Clinton and this administration is going to place on passenger trains as well as investment in infrastructure may be helpful to us in the next several years moving in that direction.

Mr. Carr. Candidly, I am not overly optimistic. As you know, the tilt train has value at high speeds. The reason it tilts, frankly, is an accommodation. It isn't the reason why it is a great train. It is an accommodation, because the train is able to operate so fast around curves that were rated at slower speeds. And the reason it tilts is—the technology there are the trucks, the axles and the wheels that allow it to go around corners at a very high rate of speed. And if you didn't tilt it, literally coffee cups would go sliding off the table. It tilts for passenger comfort in a high-speed environment. It is an electric train.

Mr. Clement. I am not proposing the tilt train for this Chicago to Jacksonville route. I am saying that could bring about some surplus equipment somewhere else when they place the tilt trains in the various localities. That might bring about some equipment that was not available previously.

Mr. Carr. I think our high-speed efforts are going to be along the Northeast Corridor.

I would like to recognize my good friend from Philadelphia for any questions you may have.

Mr. Foglietta. I thank you for recognizing me, but I have no questions.

Mr. Carr. Thank you very much.

We look forward to working with you. Welcome to Washington.

Mr. Ridgeway. Our next Compact Commission meeting is tentatively scheduled for July 17th, in Atlanta, Georgia, and we will be sending you and your committee information on that.

Mr. Carr. Thank you.

FRIDAY, MAY 7, 1993.

JACKSONVILLE, FLORIDA, PROJECTS

WITNESSES

HON. PETE PETERSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. CLIFF STEARNS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. TILLIE K. FOWLER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

TAYLOR SMITH, DIRECTOR, GOVERNMENT RELATIONS ON BEHALF OF MAYOR ED AUSTIN OF JACKSONVILLE, FLORIDA

MARK HULSEY, VICE CHAIRMAN, JACKSONVILLE PORT AUTHORITY

Mr. CARR. Our next witness is a colleague of ours on the committee, delighted to receive the testimony of Congressman Peterson. I will recognize you, Congressman Peterson, to introduce your guests and friends.

Mr. PETERSON. Thank you, Mr. Chairman, if I may depart a little bit from the—obviously, the previous speakers hit a real serious note with me in that I, along with some others, were very, very involved in getting that link from New Orleans to Jacksonville with Amtrak done, and I think that is going to enhance things significantly, but as you know, your previous Chairman Lehman was very interested in the Chicago/Jacksonville run.

I think it is something—and I will get off of this, but the point is that rail is a very unique mode of transportation. It is the past. It is also the future. It is something that we are going to have to be prepared with because you heard the air rates out of Jacksonville to Atlanta, Evansville, Chicago. Those things are going to force people in other modes of transportation.

Mr. CARR. Before you get off that, let me say that if we wanted to subsidize the airlines the way some are proposing we subsidize the railroads, the fares wouldn't be near as high.

Mr. PETERSON. When you get the ridership up, then that subsidy will go away, and also I have to say with some candor, Amtrak is not known for its super management skills. There are some economies that can be enhanced in that. But I will stop at that point. Okay.

I agree—I appreciate the opportunity to be with you today to introduce Mr. Mark Hulsey, a member of the Jacksonville Port Authority and Mr. Taylor Smith, who is the Director of Governmental Affairs for the City of Jacksonville representing Mayor Austin who couldn't be here.

I bring greetings from my colleagues of north Florida, Congresswoman K. Tillie Fowler and Congressman Cliff Stearns who are all unable to be here. My interest in Jacksonville is that my district abuts right up to Jacksonville and obviously what happens there affects my constituency and frankly all of north Florida. It just can't be separated.

Mr. Hulsey has served on the Jacksonville Port Authority board since 1991 and next year he will be the chairman of that board. He and Mr. Smith have come here to discuss two important transportation projects impacting Jacksonville and the north Florida area.

The first is the roadway improvements at the Jacksonville International Airport which are needed to provide efficient intermodal access to the airport, to the seaport, interstate and railway.

The second is a request for the third phase of the Blount Island Roadway Access project. Both of these projects have received funding from the committee in previous years. Mr. Hulsey and Mr. Smith are also seeking support for first year construction funds to replace the very strategic Fuller Warren Bridge. This is an important—I should say bad link in the I–95 run because it is the only drawbridge on I–95 all the way from Miami to Maine.

I appreciate the opportunity to introduce these gentlemen to you and would ask that you give their concerns close attention. With that, I will let Mr. Hulsey have the microphone.

Mr. HULSEY. Thank you, Mr. Chairman. If you don't mind, we would like to ask Taylor Smith to go first. May I say, the Congressman was informed that I was also supporting the Fuller Warren, as a private citizen. But I am not here for that purpose today. I will ask Taylor to go first.

Mr. SMITH. Thank you very much. I bring greetings from Mayor Austin who also serves as the chairman of our metropolitan planning organization. I appreciate the opportunity to testify this morning before the subcommittee on the Fuller Warren Bridge in Jacksonville.

I am submitting a full statement from the mayor for the record, if that is okay, if you wouldn't mind accepting that, and I will summarize now very briefly.

We have a bridge in Jacksonville built in 1954 which is the major link between Miami and Maine on I–95. Fuller Warren is considered the gateway to all of Florida and as such serves as the major north, south arterial for the State.

In addition, Interstate 10 terminates into I–95 two miles before the bridge, resulting in severe traffic congestion on the bridge which is well-known to both local and interstate travelers, including my wife whose alma mater is in Ann Arbor.

The bridge is considered in gridlock condition during peak travel time daily. Fuller Warren was built in 1954 and at that time was designed to handle a maximum capacity of 86,000 vehicles per day. It is now handling approximately 100,000, and we are experiencing a 3 percent increase each year, in addition to frequent bridge openings which occur between 15 and 20 times day daily.

The narrowing from I–95 from a six and eight-lane roadway to a four-lane bridge adds to the problems encountered by traffic on the approach to the Fuller Warren. The resulting bottlenecks back up traffic for several miles on each side of the St. Johns River, delaying motorists for upwards of 30 to 45 minutes for each opening.

When the bridge fails mechanically, which it is often inclined to do because it is an old mechanism, any detour that is implemented winds through the downtown area. Because the lift mechanism is old and well used, it is not reliable and in fact in January of 1992 traffic had to be detoured for six days and getting through Jacksonville was impossible as some motorists had to travel 60 miles west and use I–75.

The Department of Transportation, along with the Federal Highway Administration, has decided on an eight-lane fixed span new

Fuller Warren bridge. The vertical clearance will be 75 feet, the bridge will be high enough for marine traffic to pass under it without requiring a draw span.

Fuller Warren was one of five bridges and 165 miles of roadway built with local funds without benefit of State or Federal funding. Jacksonville's expressway facilities were completed before the development of the interstate system, therefore our roadway network connected with the interstate system at the Trout River and at the Fuller Warren Bridge.

The total cost of construction for the new bridge is going to be about $185 million. The city is requesting first year construction funds by means of the fiscal year 1994 DOT appropriations bill. We estimate about $30 million will be needed. I would like to say that the State has already funded the acquisition of right-of-way and designed fully, which they expect to complete shortly, and I also want to make reference to another small project which we have known as the Mayport Ferry.

Last year the State on our behalf requested some discretionary funds, $2.8 million to replace the old ferry, which is 40 years old and is a moving bridge on A12–A and should the committee recommend recipients of 1994 discretionary ferry funds within report language, I would appreciate your consideration for our ferry operation.

Thank you, Mr. Chairman.

[The prepared statement of Mayor Austin follows:]

Statement by Ed Austin
Mayor of the City of Jacksonville, Florida

before the

Transportation Subcommittee

of the

House Appropriations Committee

Fuller Warren Bridge Replacement

May 7, 1993

Mr. Chairman and Members of the Committee :

Thank you for the opportunity to testify before the subcommittee this morning regarding the Fuller Warren Bridge in Jacksonville, Florida.

There is a critical need to replace the Fuller Warren Bridge which is one of the few remaining draw bridges in this country located on the interstate system. Indeed, this facility is the only bridge on I-95 from Miami to Maine that has a draw span.

The Fuller Warren is considered the gateway to all of Florida, and as such, serves as the major north-south arterial from Jacksonville to Central and South Florida and Georgia. The bridge also links Florida East Coast I-95 traffic with I-l0 for destinations to Tallahassee and other major West Florida cities. I-95 is the major corridor, not only for north/south traffic, but also commuter traffic through the Duval County area.

The severe traffic congestion caused by the Fuller Warren is well known to both local and interstate travelers. The bridge is considered in gridlock condition during peak travel time.

The Fuller Warren was built in l954 and at that time was designed to handle a maximum capacity of 86,000 vehicles per day. The bridge is now handling 97,000 vehicles daily and we are experiencing a 3% increase each year.

(2)

In addition to the frequent bridge openings (which occur l5 to 20 times per day), the narrowing of I-95 from a 6/8 lane roadway to a four lane bridge adds to the problems encountered by traffic on the approach to the Fuller Warren. The resulting bottlenecks back up traffic for several miles on each side of the St. Johns River delaying motorists for upwards of 30 to 45 minutes for each bridge opening.

When the bridge fails mechanically (because of the lift mechanism) any detour that is implemented winds through the downtown area. Because the lift mechanism is old and well used, it is not completely reliable. When the bridge's lift span failed in January, l992, traffic had to be detoured for six days and getting through Jacksonville was impossible as some motorists had to travel 60 miles to the west and utilize I-75.

The Department of Transportation along with the Federal Highway Administration has decided on an eight-lane fixed span, new Fuller Warren Bridge. The vertical clearance (the point from the bottom of the bridge to the mean high water mark) will be 75 feet high. This means the new bridge will be high enough for marine traffic to pass under the bridge without requiring a drawspan.

The Fuller Warren was one of five bridges and l65 miles of roadway built with local funds without benefit of State or Federal funding. Jacksonville's expressway facilities were completed before the development of the interstate system, therefore our roadway network connected with the interstate system at Trout River and at the Fuller Warren Bridge.

(3)

The total cost of construction for the new high span bridge would be approximately $185 million. The City is requesting first year construction funds by means of the Fiscal Year 1994 Department of Transportation appropriations bill. The estimated amount needed for first year construction is $30 million.

Finally, I would like to make reference to the Mayport Ferry and am including background materials for the committee's review. The Mayport ferry is the most direct route available to cross the St. Johns River east of the intracoastal waterway. In addition to local commercial users, the military and civilian employees at the Mayport Naval facility are regular riders of the ferry. The same two ferry vessels have been used for the past 40 years and the City is now seeking funding ($2.8 million) to replace the antiquated Buccaneer ferry. Should the committee recommend recipients of the 1994 discretionary ferry funds within report language, I would appreciate your consideration to including the Mayport ferry within such a list.

I appreciate the opportunity to appear before the subcommittee this morning.

FULLER WARREN BRIDGE STATISTICS

* Original cost - $7.478 million

* Current value - $70 million

* Design capacity - 86,000 vehicles

* Current traffic volume - 100,000 vehicles

* Design type - concrete with double leaf simple bascule

* Length - 3,700 feet

* Width of opening - 174 feet

* Maximum number of openings per weekday - 20

* Average length of opening time - 6 minutes

* Restricted opening times as set by the Coast Guard - 7:00 a.m. to 8:30 a.m. and 4:30 p.m. to 6:00 p.m.

* Annual cost of bridge maintenance - $300,000 + per year (This does not include periodic maintenance which in this year alone is costing over $1 million for bridge repair)

* Since bridge has draw span, it requires 24 hour bridge tender service

* Replacement bridge cost - $185 million (Estimate)

MAYPORT FERRY

BACKGROUND

The Mayport Ferry and Buccaneer Trail have been in existence for over 40 years. In 1941, the Florida Legislature authorized the Fernandina Port Authority to float bonds for a toll road from Amelia Island, south of Fernandina across Nassau Sound, to the tip of Ft. George Island. A scenic oceàn route between Amelia Island and Mayport was thus planned as a transportation alternative to get to Fernandina. Prior to this, Fernandina was reachable principally by a narrow tow lane road from Yulee (S.R. A1A). Although the project was delayed by World War II, by 1949, the Florida Supreme Court validated $4.6 million in bonds for the Ocean Highway and Port Authority and the project was undertaken.

On November 1, 1950, with tow used ferry vessels acquired from New York State, the ferry operation started. This began the venture as a toll project with a toll placed on the road, as well as another on the ferry. By 1952, however, the bonds went into technical default and the operation was taken over by the State of Florida. The state has continuously operated the ferry service since, although tolls were removed form the roadway (at Ft. George Bridge) in March, 1980. Tolls are still collected on the north end of the ferry run.

Currently, the ferry service remains a two-vessel operation with docking provided on both sides of the St. Johns River, though separated diagonally by a distance of eight-tenths of a mile (1.3 km). The ferry is the most direct route available to cross the St. Johns River east of the intracoastal waterway. The alternative route across the Dames Point Bridge adds twenty-eight miles to the trip from Mayport to Ft. George Island.

The ferry operates on a 16 hour schedule, with service extending from 6:30am to 10:15pm daily. It operates year-round. Under normal circumstances, one ferry is used with directional runs scheduled every thirty minutes. When demand for the service increases, the two ferries are used simultaneously making runs every 15 minutes. This double vessel operation is usually conducted during the summer season, on weekends, and certain holidays or festival events.

Both ferries are of 1950's vintage with vehicular capacities ranging between 34 and 48 per trip and serve walk-on passengers and bicyclists. Current ridership appears to have stabilized over that of the preceding three year period, when a drop in ridership was sustained as a result of the opening of the Dames Point Bridge in 1989, which provided a reasonable alternative for some trips. Average daily vehicular ridership for the twelve month period ending August, 1993 was 714 vehicles. The annual vehicular ridership over the same twelve month period was 261,424. Pedestrians average around 45 daily and account for over 16,000 walk-on trips annually.

Of those who use the ferry, approximately 63% are Floridians and among this group, approximately 52% have origins or destinations within the coastal portions of St. Johns, Duval and Nassau counties. Out-of-state users account for 24% of the ferry ridership. The remaining 13% are commercially oriented trip users. For local use, the predominant trip purpose was work related. Along with employment markets served within the beaches communities, the Mayport naval facility is also a significant employment base supporting military and civilian personnel and has a distinct effect on ferry ridership, particularly a.m. trips.

For the business community, the Mayport ferry is considered vital to the economic well being of the community. Restaurants and other tourist oriented interests are particularly reliant upon customer volume delivered by the ferry which is reported to be from 20% to 30% of their daily business. The Mayport Ferry is also vital to the continuity of the S.R. A1A coastal route and serves as a "moving bridge" linking Amelia Island/Fernandina, the Jacksonville Beaches and St. Augustine.

PROBLEM

The current operating equipment and berthing facilities for the ferry operation are extremely antiquated (35+ years) and need replacement to improve operating efficiency and reliability. The two existing ferry vessels, "Blackbeard" and "Buccaneer", are 1950's vintage vessels and have limited maneuverability for docking. Maneuvering the vessels is sluggish, particularly at low speeds. Combined with tide, current and wind, these conditions often result in repeated damage to the slipways as the vessels employ the "controlled crash" method of mating with the ferry slip. As a result, the dolphin and fender systems require frequent repair and are now substantially in need of replacement.

Poor maneuverability also negatively affects the reliability of the trip schedule. The additional time required sometimes to jockey the ferry against strong currents using combinations of full power and hard-over ruder angles occasionally results in the twice hourly schedule not being met.

Another major problem is the existing propulsion equipment, much of which is obsolescent. Based upon the age of the vessels, replacement parts are difficult to locate, and often not available. At times, it is necessary to machine a replacement component. In the case of the "blackbeard," this vessel operates with a single direct reversing engine which must be brought to a full stop and again restarted before reversing direction. If a main engine failure were to occur, the vessel would not be able to make way, or successfully dock at the ferry slip. These conditions and the manner in which they affect safety, operating costs, performance and reliability are factors which warrant attention and support justification for the following proposal.

PROPOSAL

We propose to utilize federal funding from the Ferry Boat Discretionary Program to purchase a new ferry as a comparable replacement for the existing "Buccaneer" ferry. The "Blackbeard" will continue in service to augment the new ferry boat during peak demand periods and to provide backup service. In addition, federal funding will be applied to refurbish existing pile boxes and to replace inner and outer dolphins for the docking facilities.

Purchase of a new forty vehicle "Tambour Class" ferry vessel is recommended to replace the existing thirty-four vehicle "Buccaneer" ferry. The cost for the new ferry is $2,800,000 . The delivery schedule for the vessel is six months including sea trials.

Reconstruction of portions of the ferry docking facilities is estimated to be $285,000. This would address replacement of the dolphins and components of the fender system. The estimated time to complete docking improvements would be four months.

PROPOSAL SUMMARY

	Time to Accomplish	Costs	Contingency 10%	TOTAL	Federal 80%	Local 20%
1. Purchase New Replacement Ferry	6 months	$2,800,000	$280,000	$3,080,000	$2,464,000	$616,000
2. Refurbish Docking Facilities	4 months	$285,000	$28,500	$313,500	$250,800	$62,700
TOTALS				$3,393,500	$2,714,800	$678,700

102d Congress
1st Session

HOUSE OF REPRESENTATIVES

Report
102-404

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

CONFERENCE REPORT

TO ACCOMPANY

H.R. 2950

November 27 (legislative day, November 23), 1991.—Ordered to be printed

	City/State	Intermodal projects	Amount in millions
8.	Detroit, Michigan	To relocate Van Dyke Street and construct a road depression under the runway at McNichols Road at the Detroit City Airport ($1,000,000 of the Federal funds shall be for the relocation of Van Dyke Street)	4.3
9.	E. Haven/Wallingford, Connecticut	Improvement of highway and transit projects in East Haven/Wallingford, Connecticut ($8.8 million for East Haven Route 80, $2.4 million for Wallingford I-91, and $0.7 million for Wallingford Oakdale)	10.1
10.	St. Louis, Missouri	Rehabilitation of Eads Bridge, St. Louis, Missouri	8.9
11.	Atlanta, Georgia	Study of 5-Points Intermodal Terminal-Atlanta, Georgia	2.4
12.	Buffalo, New York	Construction of Buffalo River/Gateway Tunnel Project	20.2
13.	Northern California	Purchase right-of-way and develop a transportation corridor in existing rail right-of-way from Larkspur to Korbel, and Novato to Lombard	15.1
14.	Portland, Oregon	To widen 2.7 miles of U.S. 26 from the Zoo interchange to the Sylvan Interchange to accommodate highway lanes and light rail alignment	14.2
15.	Los Angeles, California	For construction of a multi-modal transit parkway that includes both highway and transit improvements on Santa Monica Blvd. from the San Diego Freeway to Hollywood Freeway, Los Angeles, California	8.9
16	Jacksonville, Florida	Construct new I-295 Interchange and arterial access road to link Jacksonville's seaport, airport terminals and the interstate	7.1
17.	Las Vegas, Nevada	Conduct environmental studies and preliminary engineering for the western and northern portions of the project linking McCarran International Airport with I-15	3.8
18.	Ontario, California	To complete construction of access roads to Ontario International Airport, Ontario, California	4.7
19.	Allegheny County, Pennsylvania	For an expansion of the existing Martin Luther King, Jr. Busway in the vicinity of Allegheny County, Pennsylvania to serve the Greater Pittsburgh International Airport and adjoining communities	21.7
20.	Pierce County, Washington	Conduct feasibility study and analyze expanding Tacoma Narrows Bridge and other transportation alternatives between State Rd. 16 and I-5	0.7
21.	San Jose, California	Upgrade Rt. 87 from 4 to 6 lanes including 2 HOV Lanes, a new freeway interchange and local circulation system for San Jose International Airport	14.8
22.	American Samoa	Rehabilitate 8 miles of Tau Road from Falessao to Fatuita American Samoa	1.1
23.	Manu'a Island, American Samoa	Rehabilitate and otherwise improve 8 miles of roadway from Ofu to Olosfaga and Slie	1.2
24.	Spokane, Washington	Conduct feasibility study of future transportation needs of Southeastern, Washington	0.8
25.	Detroit, Michigan	To provide for construction of an access road to Detroit Metropolitan Airport including access on the southern end of the airport in order to provide a link to I-275	33.8
26.	Pittsburgh, Pennsylvania	For design and construction of an exclusive busway linking Pittsburgh and the Pittsburgh Airport	9.8
27.	St. Louis, Missouri	To construct a multi-modal transportation facility in St. Louis, Missouri	5.9
28.	Orange & Rockland, New York	To construct park and ride facilities and establish innovative traffic management system measures to promote efficient transportation usage	4.7

	City/State	*Intermodal projects*	*Amount in millions*
29.	*Philadelphia, Pennsylvania*	*To improve mobility for a variety of traffic flow projects in the vicinity of the Pennsylvania Convention Center, Philadelphia, Pennsylvania*	*9.5*
30.	*Oxnard, California*	*To extend Rice Rd., widen Hueneme Rd. and construct Rt. 1/Rice Rd. interchange in order to improve access to Port Hueneme, Oxnard, California*	*8.9*
31.	*Los Angeles, California*	*To improve ground access from Sepulveda Blvd. to Los Angeles, California*	*8.95*
32.	*Mt. Vernon, New York*	*To construct an intermodal facility at the Mt. Vernon Rail Station, Mt. Vernon, New York*	*7.1*
33.	*Orange County, New York*	*I–87/I–84 Stuart Airport Interchange Project*	*15.7*
34.	*Mississippi*	*I–20 Interchange at Pirate*	*3.4*
35.	*Jackson, Mississippi*	*Jackson Airport Connectors*	*3.1*
36.	*Palmdale, California*	*Avenue P8 Improvements*	*3.6*
37.	*Lafayette, Indiana*	*Lafayette Railroad Relocation Project*	*24.3*
38.	*Provo, Utah*	*South Access Rd. to Provo Municipal Airport*	*1.0*
39.	*Pennsylvania*	*Eastside Connector Project/Port of Erie Access, Erie County, Pennsylvania*	*7.5*
40.	*Minneapolis, Minnesota*	*Intermodal Urban connection project, Minneapolis, Minnesota*	*19.9*
41.	*Kansas City, Missouri*	*Bruce Watkins Roadway Improvements*	*1.4*
42.	*Missouri*	*Smith Riverfront Expressway, Jackson/Kansas City, Missouri*	*12.7*
43.	*Portland, Oregon*	*Columbia Slough Intermodal Expansion Bridge, Portland, Oregon*	*2.1*
44.	*Ft. Worth, Texas*	*Ft. Worth Intermodal Center*	*13.4*
45.	*Gary, Indiana*	*Extension of U.S. Highway 12/20 to Lake Michigan*	*2.2*
46.	*Carson/Los Angeles Counties, California*	*Grade Separation Project at Sepulveda Boulevard and Alameda Street*	*9.5*
47.	*Williamson, Travis, Caldwell, and Guadalupe, Texas*	*Feasibility studies (including the effect of closing Bergstrom AFB on traffic corridor), Route studies, preliminary engineering, and right-of-way acquisition for Alternate Route to relieve I–H35 traffic congestion*	*5.2*
48.	*Augusta, Georgia*	*Railroad relocation demonstration project, overpass at 15th Street and Greene Street*	*5.9*
49.	*Louisiana*	*Saint Bernard Intermodal Facility Engineering, Design, and Construction*	*10.2*
50.	*Illinois*	*Interstate 255 Interchange*	*3.4*
51.	*Long Beach, California*	*Long Beach Airport Access*	*8.5*

(c) ALLOCATION PERCENTAGES.—8 percent of the amount allocated by subsection (b) for each project authorized by subsection (b) shall be available for obligation in fiscal year 1992. 18.4 percent of such amount shall be available for obligation in each of fiscal years 1993, 1994, 1995, 1996, and 1997.

(d) FEDERAL SHARE.—The Federal share payable on account of any project under this section shall be 80 percent of the cost thereof.

(e) DELEGATION TO STATES.—Subject to the provisions of title 23, United States Code, the Secretary shall delegate responsibility for construction of a project or projects under this section to the State in which such project or projects are located upon request of such State.

(f) ADVANCE CONSTRUCTION.—When a State which has been delegated responsibility for construction of a project under this section—

(1) has obligated all funds allocated under this section for construction of such project; and

(2) proceeds to construct such project without the aid of Federal funds in accordance with all procedures and all require-

Mr. Hulsey. Mr. Chairman, as has been said, I am a member of the Jacksonville Port Authority. It is a seven member board, a dollar-a-year men, appointed four by the governor and three by the mayor. Governor Chiles appointed me for some reason and I have enjoyed my service on the board.

This morning we would like to talk to you about continuing funding of several projects that we have under way at our port. We operate both the seaport and the airport. The first one relates to the Jacksonville International Airport. It is a medium hub facility serving commercial air throughout north Florida and southeast Georgia. We have about 2 million travelers a year and our—Jacksonville itself has grown—it was the third highest in growth over the last 10 years among the 25 largest cities.

We think there are about 1 million people who live within an hour's drive of JIA. Our passenger traffic continues to grow. Our air cargo increased by 69 percent in the years from 1986 to 1990 and we built a second cargo apron to accommodate these and also a brand new cargo building, square footage will double by 1995.

We have also just recently, two or three weeks ago, commenced the renovation lengthening of our primary runway from 8,000 to 10,000 feet to accommodate international flights and that action alone has caused a substantial increase in international travel demand.

The project that we are interested in as far as airports are concerned is a three-phase project commenced in 1980, 1989, which involves an interchange at I–295 and old Duval Road. That will increase the—that is on the south side, the south entrance way. The ISTEA provided Phase I funding of $7.1 million. We had requested the total of $21.8 but we got $7.1. It will give us a direct road, as I suggest, from I–295, which goes further east and adjoined with I–95 and will provide a new increased accessibility to our airport.

The second phase of that project is the construction of a south access road from the I–295 interchange over to the airport road which now goes directly in from I–95. That is to be built at a cost of $7.2 million, and that of course would greatly relieve the congestion that we are experiencing more and more every day from the primary access now between I–95 and the airport.

This south access road will also give better access to I–10, which has been mentioned. Over toward Congressman Peterson's way, it completely takes an indirect route and makes it into a direct route to I–10. The third and final phase of the airport—this airport improvement road access is a new access—a new interchange there between the south access road and airport road.

In other words, you come off I–295, you get on the new south access road, you come to airport road and there is another interchange that takes you right into the airport. We think that—incidentally, a copy of the conference report language is included for the record.

And although the total cost of those, as I said, was $21.8, we only got $7.1 from ISTEA in 1991. What we now request, please, sir, from your $1 billion, if possible, is $14.7 to fund both the second phase and the third phase.

I point out that both of these projects are currently under way and have been under way for a number of years and we think it extremely important that we finish them. For your interest, JPA itself has spent $4.7 million on this project in plans and specifications and so forth. So that is our first project.

The second one relates to Blount Island. Our port in Jacksonville is—we claim to be the first port beginning in 1565, but we certainly are one of the largest and busiest seaports in the south Atlantic and our Blount Island facilities provide a national economic impact of over $2 billion a year, including 17,000 jobs for Jacksonville.

And due to our tremendous demand, because of the increased requests coming from Latin America and we think from Cuba, we anticipate that we have now started a third terminal known as James Point terminal. This project should create another 10,000 jobs in northeast Florida within the next three or four years.

Mr. Chairman, I know you will be interested that Blount Island handles our seaports's growing trade and export cars and automobile components. The car handling facilities we have created there over the years by the import car business are now being used by American car makers to export vehicles to markets in Latin America and all over the world.

These makers of automobile components, through the southeast and Midwest ship their engine blocks, fenders and windshields from Blount Island to assembly plants in Venezuela. Other vehicles which used to clog our Nation's junk yards are moving through Blount Island to Europe and the Middle East who require them for transportation and collectibles. We will ship over 55,000 of such vehicles this year.

You should know, and perhaps you do, that Blount Island handled more military equipment and supplies than any other port in the world during Operation Desert Storm. It involved over 100,000 vessels and about 1.5 million tons of cargo, and Desert Storm provided a deployment paradigm that will be the normal for U.S. forces in the future.

Let's hope they don't have to deploy again like they did in Desert Storm in the near future, but if they do, Jacksonville's sea and airport will provide the U.S. military with a strategic deployment point from U.S. land forces drawn from both the southeast and Midwest.

The military and commercial success of this seaport is in large measure due to our man-made but also the natural deep water port we have there which is unequaled in the United States, southeast at least. We are only 10 miles from the ocean. We serve three interstate highway systems that terminate, including I–10. Three major railroads servicing 32 metropolitan areas and representing over 33 million consumers.

Blount Island is the busiest of our two seaports. It consists of 856 acres and one mile of continuous wharfing facilities. In addition to the roadway access improvements, the Federal Government made recent investments in the port operations including widening the turning basin so the ships can more efficiently negotiate the channel.

As you perhaps know, Congress has also appropriated over $1.3 million, I think it is, to investigate the feasibility of moving more nuclear carriers to Mayport, which is just about eight miles east of where Blount Island is. But in the fiscal years 1989, 1990 and 1991, Congress provided for the construction of two phases of road work improvements at our terminal entrance to make better ingress and egress.

A total of approximately $16 million was appropriated and that has been spent to build a four-lane bridge across the little channel, but this is a cutoff from the old channel, river channel, and other roadway improvements, including four-lane, a place known as Heckscher Drive, connecting Blount Island to I–95 east.

The third phase that we are requesting funding for in the amount of $10 million is to provide for an overpass, fly-over of Heckscher Drive just for the terminal—the egress of our facilities, because we have discovered that both rail and truck are greatly hampered by having to cross a four-lane highway as they come out of the port going to 295.

So as we all know, you know better than us, that we have a tremendous air congestion in our airport system, passenger congestion, but we think that Jacksonville International Airport, with 7,200 acres we have there and an airport friendly environment, can help the FAA provide a unique cost-effective way of hopefully alleviating some of this congestion.

You also know, I am sure, that ships carry 95 percent of America's foreign trade and our port facilities link the southeastern corner of the United States to these interstate highways and rail systems to many of these ships. These two projects are designed for the phase funding we request, to improve the accessibility of our airport and seaport and increase our natural worth as avenues for trade and transportation.

Mr. Chairman, thank you very much for your attention, appreciate your consideration. I know you have a serious problem of prioritizing all the requests. We think ours are unique, of course but we would appreciate your serious consideration of giving us—granting to us the $24.7 million, $14.7 for the airport and $10 million for the port authority.

Thank you for a your attention, I hope you will come down to see us.

[The prepared statement of Mark Hulsey follows:]

Statement by Mark Hulsey
Vice Chairman of the Jacksonville Port Authority

before the

Transportation Subcommittee

of the

House Appropriations Committee

Roadway Improvement Program at the Jacksonville Port Authority

May 7, 1993

Mr. Chairman and Members of the committee :

My name is Mark Hulsey, Vice Chairman of the Jacksonville Port Authority. I am pleased to appear before the subcommittee this morning on behalf of the Port Authority which operates our city's public port and airport terminals. I am speaking on behalf of improvements at the Jacksonville seaport and airport. Both of the projects have received previous federal funding. At this time the Port Authority is requesting funding to complete the projects.

The Port of Jacksonville is one of the largest and busiest deepwater ports in the South Atlantic. Our Talleyrand and Blount Island Terminals provide a national economic impact of $2 billion annually, including 17,000 jobs for the Jacksonville economy. Due to the tremendous growth at the port, we have now started development of a third marine terminal. It is anticipated that this project will create 10,000 new jobs in Northeast Florida.

We are proud that the Blount Island Terminal handled more military equipment and supplies than any other commercial port in the world for Operation Desert Shield/Storm, accommodating almost 100 vessels and 1.5 million measured tons of cargo. The Desert Shield/Storm deployment provided a paradigm for the force projection scenario that will be the norm for U.S. forces in the future. Jacksonville's port and airport facilities provide the U.S. military with a strategic deployment point for U.S. land forces drawn from the Southeast and Midwest sections of the country.

The commercial and military success of our port is in large measure attributable to man-made and natural assets which are unparalleled in the southeastern United States. The historic St. Johns River with its 38 foot deep channel provides 30 minutes steaming time from the Atlantic Ocean to the wharves. In addition, the port is served by three interstate highway systems and three major railroads servicing 32 major metropolitan areas representing over 33 million American consumers.

Jacksonville International Airport is a medium-hub facility serving the commercial air transportation needs of Jacksonville, northeast Florida and southeast Georgia. Two million air travelers use JIA each year. According to the U.S. Census, Jacksonville's population growth (between 1980 and 1990) was the third highest among the nation's 25 largest cities. An estimated one million people live within a one-hour driving radius of the JIA. Passenger air traffic continues to grow at an impressive rate. With respect to air cargo movements, there has been a 69% increase from 1986 to 1990. A second cargo apron area was recently constructed to accommodate these increases in demand, and total cargo building square footage will increase twofold by 1995.

To accommodate existing demand and projected growth in our port and airport transportation volumes, we are improving both our terminal facilities and related transportation infrastructure. The roadway improvements are as follows:

PROPOSED INTERMODAL ROAD IMPROVEMENTS

I. Airport Access

The 1991 Intermodal Surface Transportation Efficiency Act provided partial funding ($7.1 million) for a new interchange at I-295 and Duval Road as well as a new South Access Airport Road. These improvements are part of a three-phase project designed to greatly enhance the intermodal linkages between JIA and the highway, seaport, and railroad facilities in the metropolitan area.

Some of the major benefits associated with Phase I, the new I-295 Interchange and Phase II, the South Access Road are :

* A direct road linkage will be created with I-295, replacing the current indirect linkage which will be severed as part of the expansion of aviation facilities.

* More direct access between JIA and the Blount Island Terminal, Jacksonville's largest deepwater seaport, will be afforded via I-295.

* The secondary South Access Road will serve air cargo, airport employees, and general aviation access to the airport, relieving the primary access via I-95 and Airport Road to service commercial airline passenger traffic.

* Better access to other highways in the metropolitan area, especially I-10 will be available via the new linkage with I-295.

These two improvements were described by the conference report (#102-404) accompanying the Intermodal Surface Transportation Efficiency Act of 1991 or ISTEA. A copy of the conference report language is included for the record. Although the total cost of both improvements is $14.5 million, only $7.1 million was provided by the ISTEA.

The third and final stage of the airport access road improvement project will create a new interchange between the proposed South Access Road and Airport Road. The cost of Phase III is estimated at $7.5 million. Each of the three phases of this project is described in more detail in the enclosed.

2. Blount Island Access

Blount Island is the busiest of Jacksonville's two marine terminals and is located only 10 miles from the open sea. The Blount Island Marine Terminal consists of a total of 856 acres and one mile of continuous wharfing facilities. In addition to roadway access improvements, the federal government has made other recent investments in the Blount Island seaport operations - including widening the turning basin so that ships can more efficiently negotiate the channel at Blount Island.

The outstanding success of the military in using Jaxport's Blount Island Marine Terminal for the deployment and redeployment of military equipment and supplies during the Gulf War demonstrated the national significance of this seaport facility.

In fiscal years 1988, 1989, and 1990, Congress provided funding for two phases of roadway access improvements to Blount Island. A total of approximately $16 million has been appropriated by Congress for a four lane bridge and other roadway improvements connecting Blount Island to the interstate.

The third stage of the Blount Island roadway access project consists of elevating SR 105 (Heckscher Drive) over the Terminal's outbound truck lanes and railway. The approval of funding for Phase Three will allow a smooth and safe traffic flow to and from the Blount Island Terminal. The cost estimate for this project is $10 million.

Maps and a detailed description of both of the projects which I have described are included for the record.

Jacksonville's port and airport facilities link the southeastern corner of this nation's interstate highway and rail systems to the ships which carry 95% of America's foreign trade. Our Jacksonville International Airport provides the Federal Aviation Administration with a very cost effective way of improving public access to our nation's congested air transportation system. The transportation infrastructure improvements we are proposing are designed to improve the accessibility of Jacksonville's ports and airport terminals, thereby increasing their national worth as avenues for trade and transportation.

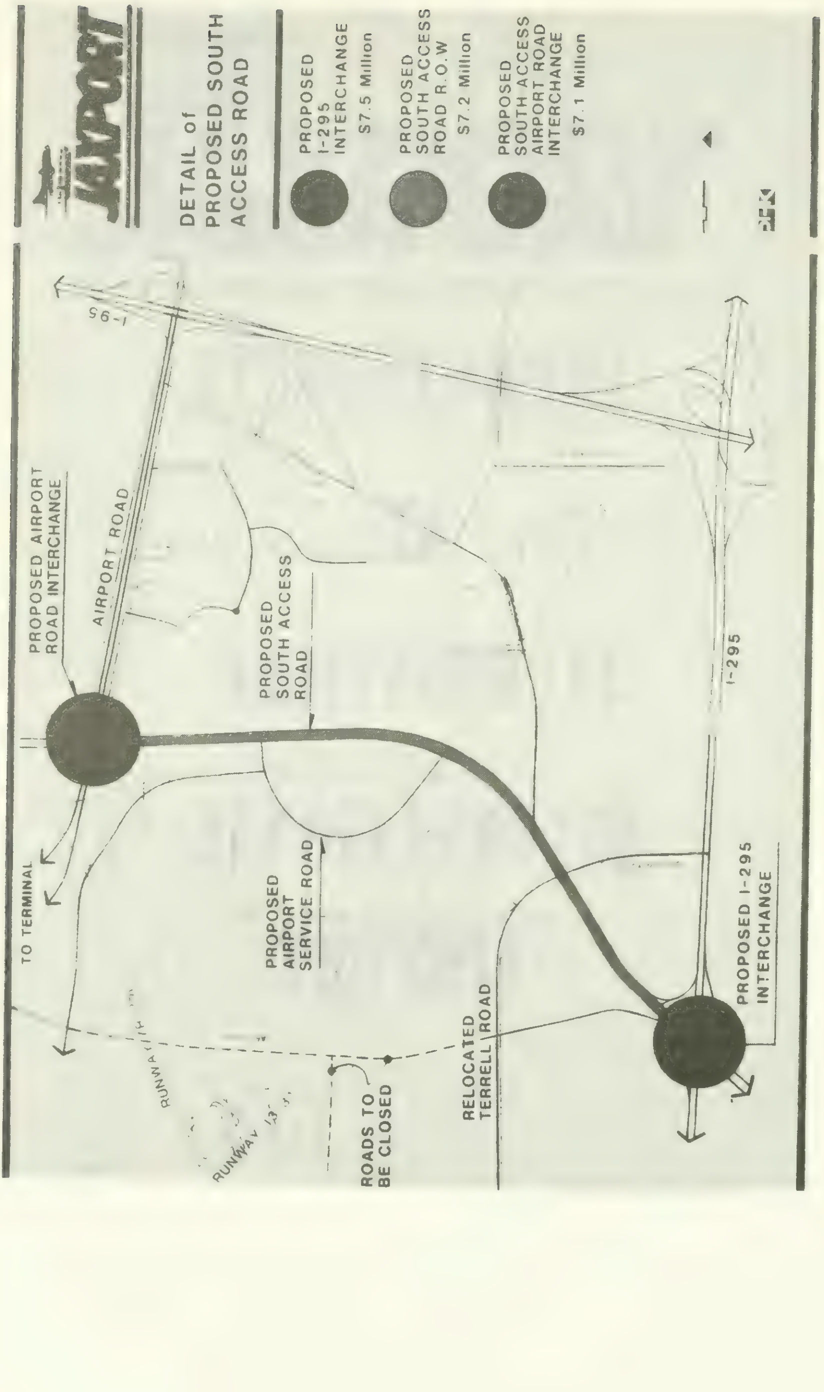
I wish to thank you, Mr. Chairman, and other members of the committee for your past support of the Jacksonville Port Authority. I appreciate the opportunity to testify this morning on behalf of the Port Authority's continuing roadway improvement program.

JAXPORT

PROPOSED ROADWAY
IMPROVEMENT PROJECTS
FOR THE
JACKSONVILLE
PORT
AUTHORITY

April, 1993

ACCESS ROADWAY
IMPROVEMENTS
AT
JACKSONVILLE
INTERNATIONAL
AIRPORT


JAXPORT
DETAIL of PROPOSED SOUTH ACCESS ROAD
PROPOSED I-295 INTERCHANGE $7.5 Million
PROPOSED SOUTH ACCESS ROAD R.O.W $7.2 Million
PROPOSED SOUTH ACCESS AIRPORT ROAD INTERCHANGE $7.1 Million
I-95
PROPOSED AIRPORT ROAD INTERCHANGE
AIRPORT ROAD
PROPOSED SOUTH ACCESS ROAD
I-295
TO TERMINAL
PROPOSED AIRPORT SERVICE ROAD
PROPOSED I-295 INTERCHANGE
RUNWAY
RUNWAY
ROADS TO BE CLOSED
RELOCATED TERRELL ROAD

JACKSONVILLE PORT AUTHORITY

ACCESS ROADWAY IMPROVEMENTS

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JACKSONVILLE PORT AUTHORITY

ACCESS ROADWAY IMPROVEMENTS

AIRPORT LOCATION

Jacksonville International Airport (JIA) is located in Jacksonville, Duval County, Florida. The facility consists of 7,332 acres and is located 18 miles north of the Central Business District (CBD) on Interstate 95 at Airport Road. The geographic location of the Airport Reference Point (ARP) is as follows:

Latitude	-	30° 29'30.9" North
Longitude	-	81° 41'23.6" West
Elevation	-	30.0 feet Mean Sea Level (MSL)

AIRPORT ROLE

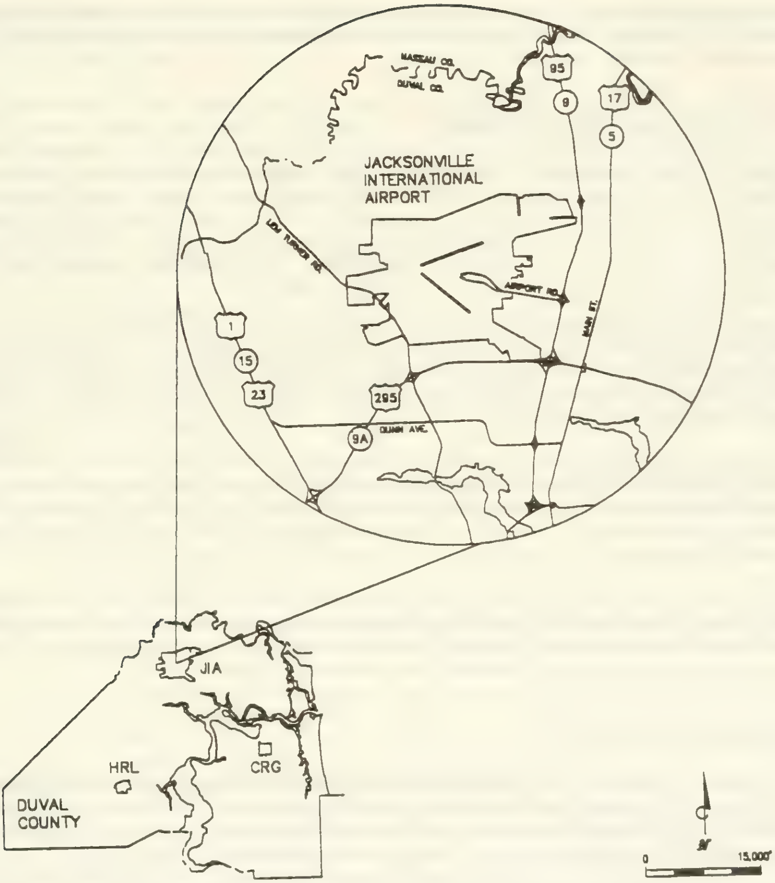
JIA is a medium-hub facility serving the commercial air transportation needs of Jacksonville, northeast Florida and southeast Georgia. JIA is a primary (PR) airport, as defined by the National Plan of Integrated Airport System 1986-1995 (NPIAS); JIA consistently enplanes 0.03%, or better, of the national enplanements. In 1990, the airport recorded 1.37 million passenger enplanements, making it the 5th busiest airport in Florida.

According to the 1990 U.S. Census, Jacksonville's population growth (between 1980 and 1990) was the third highest among the nation's 25 largest cities. It is estimated that one million people live within a one-hour driving radius of JIA.

A recent origin and destination survey indicated that the airport's geographic service area has been expanding as well. The 1974 Master Plan showed that 80 percent of the passengers enplaning at JIA originated from within Duval County-today that figure is estimated to be 70 percent.

Passenger movements are the primary activity at JIA; however, the airport functions in several other capacities. For example, air cargo traffic has continued to grow at an impressive rate. The airport witnessed a 69 percent increase in total air cargo movements from 1986 to 1990. A second cargo apron area was recently constructed to accommodate these increases in demand, and total cargo building square footage will increase twofold by 1995.

Jacksonville International is the only Duval County airport capable of accommodating high performance, corporate jet aircraft. More than 75 executive and personal use aircraft are currently based at the airport.



AIRPORT LOCATION IN DUVAL COUNTY FLORIDA

The Florida Air National Guard (125th Fighter Interceptor Group) is located on the west side of the airport. The squadron trains regularly in F-16 Fighting Falcons and provides air defense for the southeastern United States Atlantic Coast.

US GOVERNMENT FACILITIES

Federal Aviation Administration. The Federal Aviation Administration (FAA) operates an Airway Facility Sector (AFS) regional headquarters, a Terminal Radar Approach Control Facility (TRACON), and an Air traffic Control Tower (ATCT) on the airport. The FAA is currently upgrading its terminal radar system and has programmed the installation of a Medium Intensity Approach Lighting System with Sequenced Flashers and ILS Glide Slope For Runway 25. It will also upgrade the Runway 7 roll-out runway visual range following completion of the proposed extension.

National Oceanic and Atmospheric Administration. National Oceanic and Atmospheric Administration (NOAA) operates an area wide weather data collection center and aviation weather reporting station on the airport. Pending delivery of equipment an Automated Surface Observation System (ASOS) has been programmed for installation on the airport. Longer range plans include a major upgrade of the radar based weather reporting system.

United States Postal Service. The United States Postal Service (USPS) is currently relocating the JIA Air Mail Facility to new and greatly expanded quarters adjacent to Runway 7/25. The Postal Service has plans to utilize their Boeing 727 fleet of aircraft to service Jacksonville following completion of the Runway extension program. They also have plans for constructing a General Mail Distribution on their leasehold in the future.

United States Custom and Immigration Service. The United States Custom Service provides passenger and customs clearance for inbound and outbound international flights. This service is provided from an International Terminal located in Concourse "C" of the terminal building. The US Immigration Service also supports international airport operations with on-airport operations.

AIRPORT LAND USE

The airport encompasses 7,332 acres of land in north-west Jacksonville. According to the 1988 Development of Regional Impact (DRI) report, approximately 80 percent of the property is open space. The remaining 20 percent includes the airfield, apron and landside facilities (including commercial, military, general aviation, and air cargo), access roads, and buffer area.

The terminal area is expected to remain in the center of the property, allowing it to grow to meet the airport's future needs. Existing open space will be converted to accommodate expansion of the major airport facilities, as necessary. Land uses, as proposed in the DRI, include 300 acres of new light industrial development within the Foreign Trade Zone (FTZ). The FTZ will provide warehousing for foreign trade export operations, distribution, manufacturing, display and sale of goods, as well as storage and office oriented activities. Approximately 147 acres been allocated for businesses involved in the importation of foreign goods.

The airport has also set aside approximately 150 acres for light industrial and commercial use. This will include leasable space for light manufacturing such as: assembly, engineering, research and development, warehousing and/or distribution. Many of these activities are already present at JIA and future growth is dependent on the rehabilitation and extension of Runway 7/25, a concurrent development program, and the proposed access roadway improvements.

INTERMODAL TRANSPORTATION LINKAGES

The Jacksonville Metropolitan Area is situated in an ideal location with respect to transportation linkages between the continental United States and world markets, especially the Carribean and South America. The city has served as a transportation hub and transfer point since its founding. The Jacksonville Port Authority, in cooperation with other governmental transportation agencies and with the transportation industry, is working to improve the intermodal transportation facilities in the metropolitan area. The potential for intermodal transportation linkage is highlighted by some of the major transportation facilities available:

- Three major railroads - CSX Transportation, Florida East Coast RR, and Norfolk Southern RR - serve the city and operate classification and intermodal transfer yards.
- Two major deep seaport terminals - Talleyrand Terminal and Blount Island Terminal - are operated by Jaxport.
- Two interstate highways serve the city - I-95 extends northward along the eastern seaboard, and I-10 extends westward along the southern tier of states to Los Angeles.
- The Jacksonville International Airport provides passenger and air cargo service.

JACKSONVILLE INTERNATIONAL AIRPORT ACCESS

JIA is located in the northern portion of the metropolitan area, and is situated just west of I-95 and north of I-295. It is served directly by I-95 and Airport Road, a principle arterial route which links the freeway and the Terminal area. The airport is also served indirecity by I-295, via Lem Turner Road, Terrell Road and Pecan Park Road. The purpose of the proposed I-295 Interchange and South Access Road improvements is to create a second direct access to the airport Terminal area.

The I-295 Interchange and South Access Road improvements will compliment aviation improvements planned for the airport and access improvements planned for I-95 and Airport Road to greatly enhance the intermodal linkages between JIA and the highway, seaport, and railroad facilities in the metropolitan area. Some of the major benefits associated with the proposed I-295 Interchange and South Access Road are:

- A direct road linkage will be created with I-295, replacing the current inderect linkage which will be severed as part of the aviation expansion for the airport.
- More direct access between JIA and the Blount Island Terminal, Jaxport's largest deep seaport, will be afforded via I-295.
- The secondary South Access Road will serve air cargo, airport employee, and general aviation access to the airport, relieving the primary access via I-95 and Airport Road to serve commercial airline passenger traffic.
- Better access to other highways in the metropolitan area, especially I-10, is available via I-295.
- Proposed non-aviation development surrounding the I-95 and Airport Road Interchange will place more traffic demand on those routes in the future, creating an additional need for traffic access via the I-295 Interchange and South Access Road.

PROPOSED ROAD IMPROVEMENTS

The creation of a secondary JIA access is composed of three major elements: a new interchange on I-295; the South Access Road, a new divided arterial roadway linking this interchange and Airport Road; and a new interchange between the South Access Road and Airport Road. Each of these improvements is described briefly below.

The new I-295 interchange is proposed at the current location where I-295 overpasses Duval Road. The new interchange would be located about 1.6 miles east of the I-95/I-295 interchange at a location which was viewed as a possible interchange location during the construction of I-295. The Florida Department of Traosportation (FDOT) is currently working on conceptual design, environmental assessment, and preliminary engineering for the interchange. Construction of the interchange is planned for 1995.

The South Access Road is proposed as a four lane divided arterial roadway with access limited to intersections spaced at 1/4 to 1/2 mile intervals. The road would link with the I-295 interchange and proceed in a northeasterly direction skirting the proposed runway improvements, and then northerly to Airport Road. The proposed route would cross wetland at an existing crossing location and would swing east of other wetland areas. The South Access Road could eventually be extended north of Airport Road tieing into Pecan Park Road and eventually back to I-95 at the existing I-95 / Pecan Park Road Interchange further improving airport access.

A modified diamond type interchange is proposed at the Airport Road / South Access Road Interchange. This interchange would compliment the proposed improvements for Airport Road which would convert that facility to a freeway with one-way frontage roads. The South Access Road would underpass Airport Road and would intersect with the one-way frontage roads.

PROJECT COST AND SCHEDULE

The total cost of the project to improve airport access is estimated to have a total cost of $21,800,000. The project has been devided into three phases as follows:

	TOTAL COST	STATUS
PHASE 1:		
I-295 Duval Road Interchange Improvements	$7,100,000*	Funded FY 91/92
PHASE 2:		
South Access Roadway Improvements	$7,200,000**	FY 1992/1993
PHASE 3:		
South Access Road/Airport Road Interchange	$7,500,000**	FY 1992/1994

* Phase 1 of the project was funded in the 1991/92 Transportation Bill.

** The total cost of Phases 2 and 3 yet to be funded is $14,700,000.

In addition to the direct benefit to the City of Jacksonville represented by the improved airport access, it is estimated that there will be an interim benefit of 80 full time construction jobs created by this construction program.

EGRESS ROADWAY
IMPROVEMENTS
AT THE
BLOUNT ISLAND
MARINE TERMINAL

JACKSONVILLE PORT AUTHORITY
BLOUNT ISLAND MARINE TERMINAL
ACCESS ROADWAY IMPROVEMENTS

TERMINAL LOCATION

The Blount Island Marine Terminal (BIMT) is located in Jacksonville, Duval County, Florida. The facility consists of 856 acres and is located on the St. Johns River approximately 10 miles from the Atlantic Ocean. The geographic location of the BIMT is as follows:

Latitude - 30 degrees 24 minutes 00 seconds North
Longitude - 81 degrees 32 minutes 38 seconds West
Elevation - 10.3 feet above mean low water

TERMINAL ROLE

The Port of Jacksonville is one of the largest and busiest deepwater ports in the South Atlantic. Strategically located at the southeastern corner of the nation's transcontinental transportation network, the Port's extensive intermodal capabilities allow cargo to be transferred quickly and easily between rail cars, truck chassis and ships with overnight truck delivery to nearly 33 million potential consumers.

The existing Talleyrand and Blount Island Terminals provide a national economic impact of 2 billion dollars annually. The Blount Island Terminal provided the largest cargo volume in the world for the military's Desert Shield/Desert Storm operations.

INTERMODAL TRANSPORTATION LINKAGES

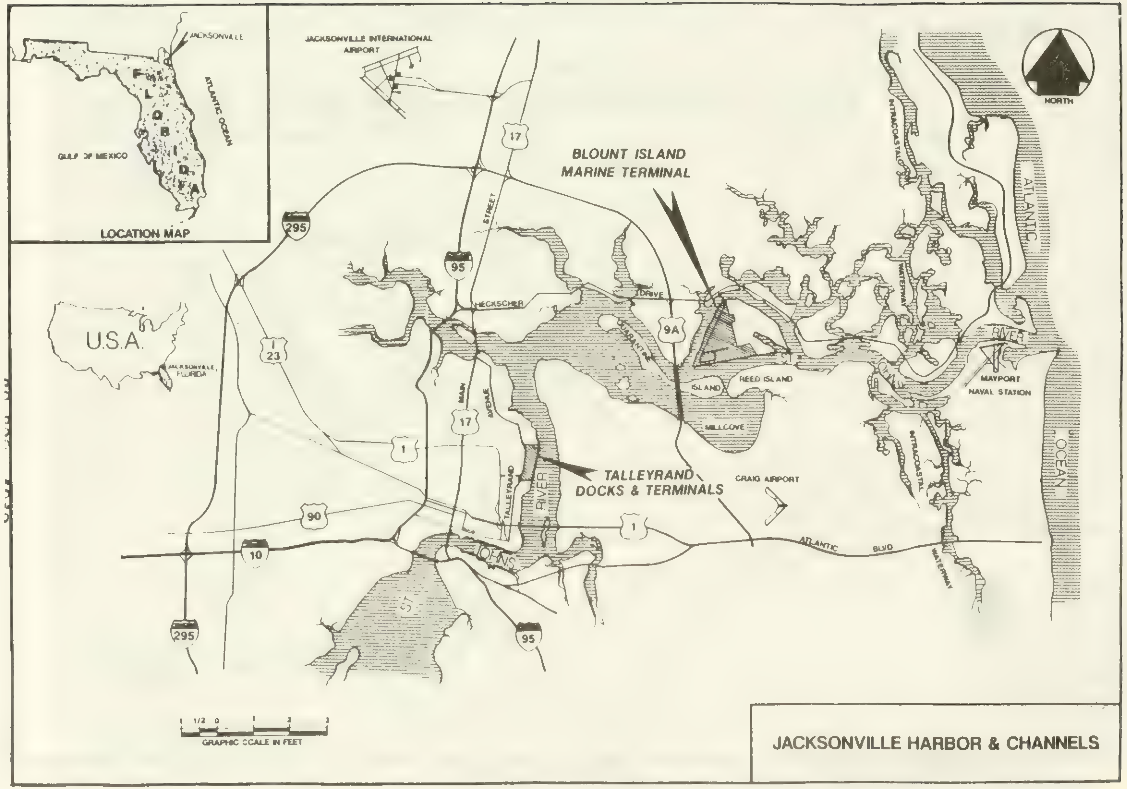
The Jacksonville Metropolitan Area is situated in an ideal location with respect to transportation linkages between the continental United States and world markets, especially the Carribean and South America. The city has served as a transportation hub and transfer point since its founding. The Jacksonville Port Authority, in cooperation with other governmental transportation agencies and with the transportation industry, is working to improve the intermodal transportation facilities in the metropolitan area.

PROPOSED ROAD IMPROVEMENTS

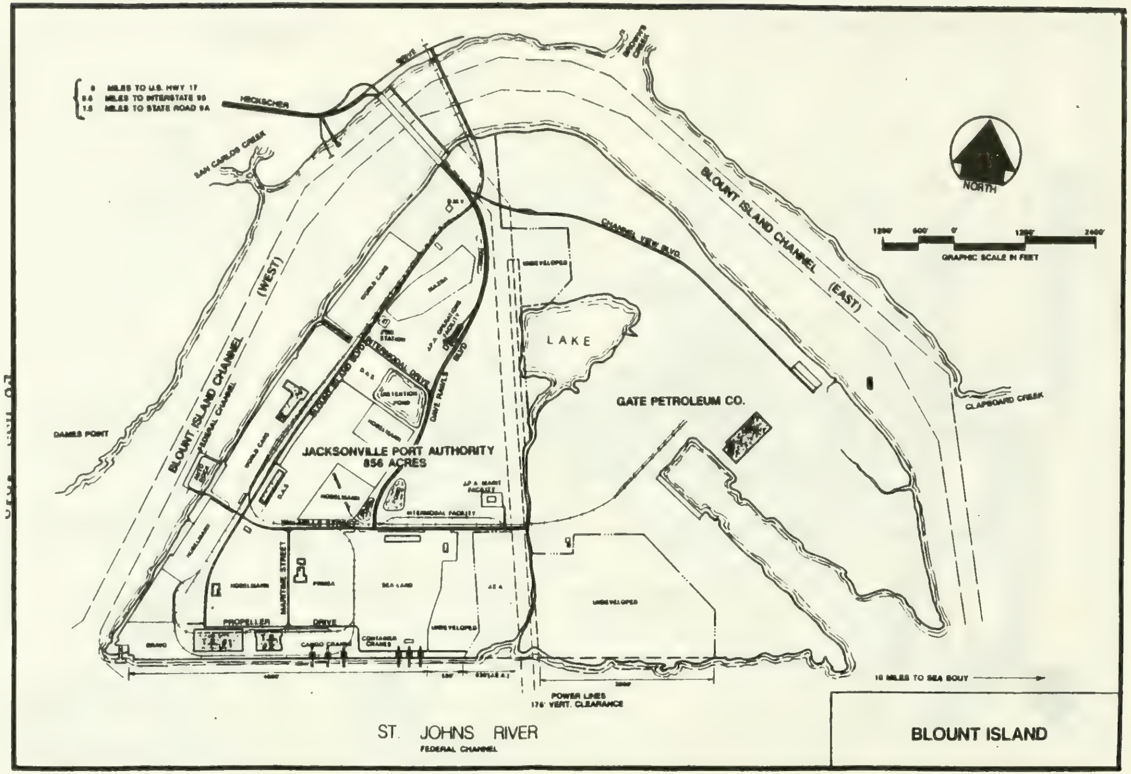
Due to the growth in the area, we have now started development of a third marine terminal in Jacksonville. It is anticipated that this project will create 10,000 new jobs in Northeast Florida.

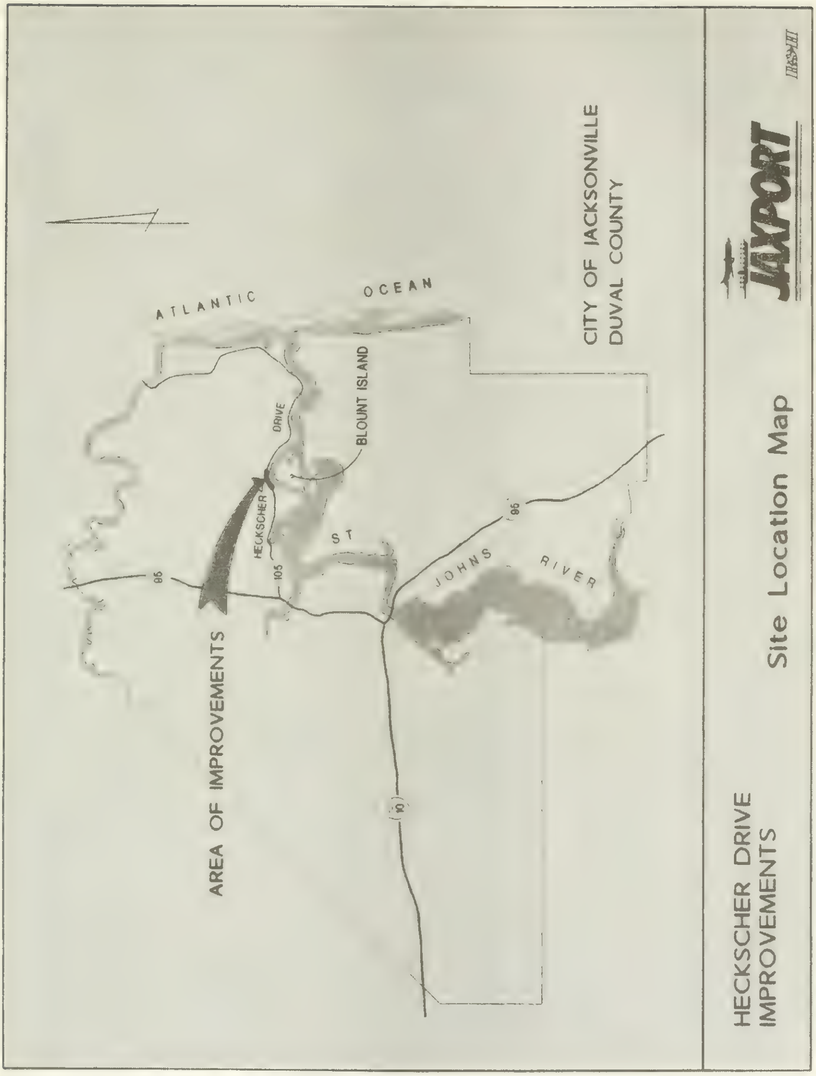
In 1988, a project was started to enhance the access to our largest marine terminal located on Blount Island. The project was to be constructed in three phases. Federal discretionary funds and JPA funds were sufficient to construct two phases of the project. This funding was approximately 16 million dollars. However, due to lack of funding, we have delayed commencement of Phase Three of the project.

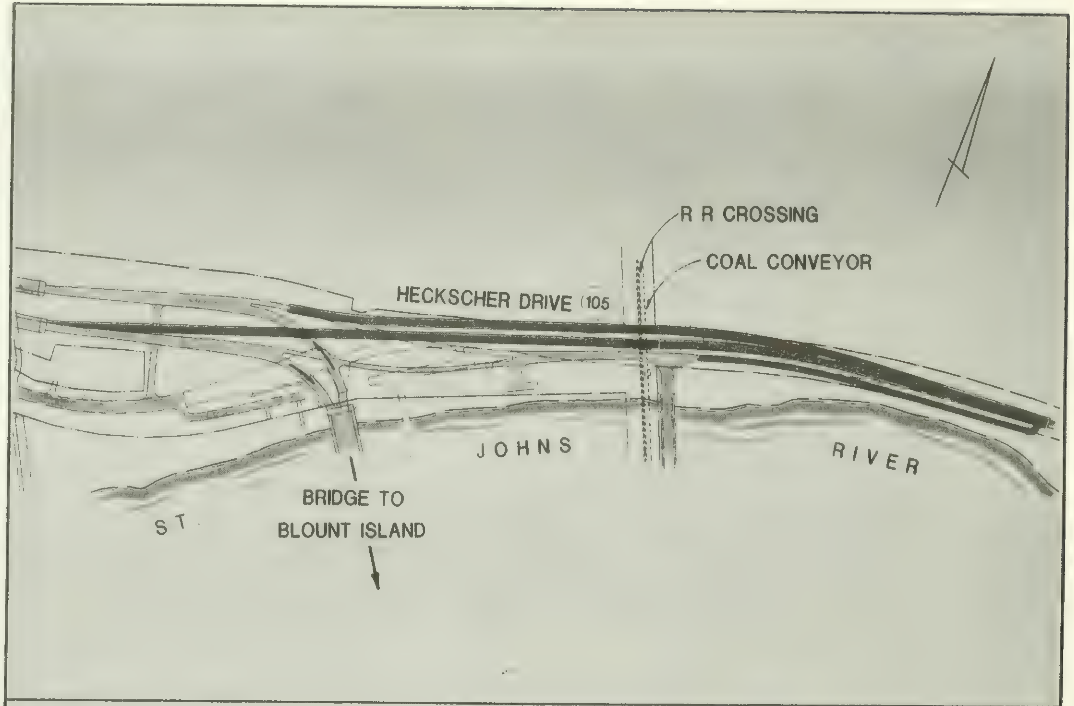
The BIMT access roadway improvements needed for Phase Three consists of elevating SR 105 (Hecksher Drive) over the Terminal's outbound truck lanes and railway. The approval of funding for Phase Three will allow a smooth and safer traffic flow from the Blount Island Terminal. The budget estimate for this project is 10 million dollars.



JACKSONVILLE HARBOR & CHANNELS


BLOUNT ISLAND
NORTH
1200' 600' 0' 1200' 2400'
GRAPHIC SCALE IN FEET
9 MILES TO U.S. HWY 17
9.6 MILES TO INTERSTATE 95
1.5 MILES TO STATE ROAD 9A
HECKSCHER
DRIVE
SAN CARLOS CREEK
DAMES POINT
BLOUNT ISLAND CHANNEL (WEST)
FEDERAL CHANNEL
BLOUNT ISLAND CHANNEL (EAST)
CHANNEL VIEW BLVD
CLAPBOARD CREEK
LAKE
UNDEVELOPED
GATE PETROLEUM CO.
JACKSONVILLE PORT AUTHORITY
856 ACRES
DAVE RAWLS BLVD
INTERMODAL DRIVE
RETENTION POND
INTERMODAL FACILITY
MARITIME STREET
PROPELLER DRIVE
CARGO CRANES
CONTAINER CRANES
SEA LAND
UNDEVELOPED
POWER LINES
176' VERT. CLEARANCE
10 MILES TO SEA BOUY
ST. JOHNS RIVER
FEDERAL CHANNEL


ATLANTIC OCEAN
CITY OF JACKSONVILLE
DUVAL COUNTY
BLOUNT ISLAND
HECKSCHER DRIVE
105
95
95
10
ST JOHNS RIVER
AREA OF IMPROVEMENTS
JAXPORT
HECKSCHER DRIVE
IMPROVEMENTS
Site Location Map



HECKSCHER DRIVE
IMPROVEMENTS

Planned Improvements

JAXPORT

Mr. CARR. Thank you very much. I am quite familiar with your airport. I have flown in there myself a number of times. It is a very well-run operation. We congratulate you. The Fuller Warren bridge also similarly is a—it is a facility that is almost 40 years old, as you pointed out, built with local funds, not designed to carry the load that it is carrying today.

The only question I have, I might ask my friend from Florida, it would seem that it is a—I don't know all of Florida, but it would appear that the Fuller Warren bridge would be the kind of a project that would rank very high on the State's priority list, both because it is—has a major interstate aspect which is important to the State of Florida for its tourism industry, but also because of its impact on local movement in the area.

Why wouldn't the State make this a high priority for some of the $480 million that Florida gets every year in formula funding?

Mr. PETERSON. I have asked that question myself, and the answer has—this past year at least has been this incredible problem they have on I–4 in regard to Tampa and St. Pete, and as it goes across to Orlando. It is, of course, it has to do with Disney World, the driver, perhaps, but there are some major danger provisions. The actual I–4 is starting to actually come unglued. It is coming apart, so they have had to go back in there and do that maintenance, which was very expensive.

Plus all the repairs on the interstates in Florida have been neglected for years and they have had to go back in and capture them. In my area, I–10, which I have cautiously called Big Thumpy, was in total disrepair.

Mr. CARR. You want to interpret that for us?

Mr. PETERSON. It was a road that was designed without steel. The slabs are just pieces of slab and thrown in there, 9 inches thick and 20 feet long, and as this thing was laid over a clay base, as soon as the steel was gone, water intruded and the slabs became pumps, and as a car or truck ran over one end, it pushed it down and it pumped out—actually what had happened is it just pumped out all the clay underneath.

Ultimately the slabs broke, and so now they are having to go back in and tie the slabs together to the best—first of all, they had to put in a new drainage system, trench drain system all the way across the entire State, and it has been incredibly expensive, and now we are just going back in and milling it down and trying to seal it again.

So that is where we are with that, and it is a long answer to a short question, but I am going to call our secretary today and—for two reasons. One, I think it is important that he come back up here for consultation with some of us, and then the other one is to ask specifically how we stand on Fuller Warren as to priority, because clearly that has to be in the mill in order for you guys to give it consideration too.

Mr. CARR. You know, Florida is a large State, it has a lot of problems. This committee has become familiar with a lot of them by virtue of the attention that my predecessor gave to the needs of Florida. And we want to be helpful if we can, but it just seems that Florida gets an enormous amount of money.

I know they have got some problems in terms of flexibility and suballocations and stuff like that, and I have talked to your senior Senator about a lot of this, want to work with him as well. It just seems that this Member of Congress would like to get a better overall picture of what Florida's needs are and how it is prioritizing the money that it gets.

When I look at the highway projects that are proposed for Florida in relation to the amount of money it gets and then look at the highway projects that are proposed for other States and the amount of money they get, it would appear that Florida's prioritization raises questions.

And I would like the opportunity to—maybe you could host such a meeting with us.

Mr. PETERSON. Exactly. And I will—because our colleague, Norm Mineta has expressed similar concerns, and that is the reason for the call, and I will host that and you will be notified and I will get you that.

Mr. CARR. One of the things I was told on my visit to Florida that was most troublesome and I would like you to verify what I am about to say because, if it is not true, I certainly don't want to ever say it again, but I was told by a person who seemed to be knowledgeable in State matters in Florida that Florida's eminent domain law has a provision where you can challenge the taking in court and win or lose, you can get the State to pay your attorneys's fees.

Do you know if that is true?

Mr. PETERSON. I suspect it is true, but I really don't have the factual background on it.

Mr. HULSEY. It is true.

Mr. CARR. Is that true? You see, that was——

Mr. HULSEY. Excuse me. I think that as far as losing, there was some question, the court has some discretion as to how much fees to assess, not based on testimony but certainly in any condemnation proceeding, the person being condemned, land, is entitled to fees and loss of property. And a lot of other things that make it very expensive.

Mr. CARR. I had a conversation with Chairman Rahall and Chairman Mineta about this, and when I heard that, that suggested in my mind that because of State law, right-of-way acquisition in Florida may be inordinately high.

I was looking for reasons why the amount of money Florida gets was not apparently going very far, and maybe that was one of them, the notion that people who—of course the State would have to notify people of planned alignments and things like that.

Folks could go in and buy up property, then resist the eminent domain knowing that it was risk free, that they were not out-of-pocket at all and it would seem to me that that would slow the processes down, drive the costs up, and because so much of these highways are built with Federal dollars, the State would apparently have—other than time, timeliness, the State would apparently have only a 20 percent reason and formerly a 10 percent reason to oppose this scheme. Any light you could shed on that——

Mr. PETERSON. Well, I haven't really investigated that or approached it at all——

Mr. CARR. And I am not an expert. This is all hearsay.

Mr. PETERSON. But when we bring the secretary up, I will ask him to be prepared to address that for you.

Mr. CARR. Yes. And suggest that maybe there is need for some local adjustments there. Well, anyway——

Mr. HULSEY. Pardon me, sir, may I just add that both of the projects we are talking about do not involve any condemnation.

Mr. CARR. I understand. I was just getting to the general——

Mr. HULSEY. A lot of us——

Mr. CARR. I was just getting to the general notion of that, and, you know, it seems to me that forewarned is—would be such an important thing that it would be very high on the State's list of things to do, and yet it doesn't seem to be, and I am curious about that.

Mr. PETERSON. We will address that, and I appreciate your willingness to meet with the secretary.

Mr. CARR. Thank you so much.

Mr. HULSEY. Thank you, Mr. Chairman.

Mr. CARR. And give the mayor my regards.

[The prepared statements of the Hon. Stearns and the Hon. Fowler follow:]

Congressman Cliff Stearns
Testimony Before the Transportation Subcommittee of the House Appropriations Committee

Mr. Chairman and Members of the Committee:

I am pleased to introduce Mr. Mark Hulsey the Vice Chairman of the Jacksonville Port Authority who will discuss the roadway improvement program at the Jacksonville Port. Both of the projects which Mr. Hulsey will discuss have already received federal funding and the Port Authority is requesting funding to complete both projects at this time.

It is my understanding that the city is meeting with senior members of the authorizing committee, the Public Works and Transportation Committee to apprise them of these requests to the appropriations committees on each of these roadway improvement projects.

We are proud that the Blount Island seaport terminal was used by the military as the number one point of departure for equipment and supplies during Operation Desert Storm. The federal infrastructure investments on Blount Island have and will continue to provide the U.S. military with strategic deployment point for U.S. forces.

The airport access roadway project which Mr. Hulsey will also address has been partially funded by means of the 1991 Intermodal Surface Transportation Efficiency Act. When the project is complete it will provide important intermodal linkages between the airport, seaport and the interstate systems.

Mayor Austin was not able to be here today but wanted to address the critical need to replace the 38 year old Fuller

Warren Bridge which is one of the very few remaining draw bridges located on the interstate system. In fact it is the only bridge on I-95 from Miami to Maine that has a draw span. The Fuller Warren Bridge is considered the gateway to all of Florida, and, as such, serves as the major north-south arterial from Jacksonville to Central and South Florida and Georgia. The bridge also links Florida and Coast I-95 traffic with I-10 for destinations to Tallahassee and other major West Florida cities.

The bridge must open an average of 15 to 20 times per day to allow the waterborne traffic to traverse that portion of the St. John's River. The frequent openings cause major interruptions to the flow of traffic for the 97,000 vehicles which use the bridge daily. An extremely high maintenance cost is associated with the operation of the draw bridge.

The severe traffic congestion caused by the Fuller Warren Bridge is well known to both local and interstate travelers. The bridge and approaching roadway is considered in gridlock condition during peak travel time. The elimination of the bascule span on the Fuller Warren Bridge will enhance safety. By eliminating the requirement for motorists to come to a complete stop from 55 mph, which is unexpected on an interstate highway serving many motorists unfamiliar with the area, the potential for serious accidents will be eliminated.

The Fuller Warren was originally built without the benefit of state or federal funding. Jacksonville's expressway facilities were completed before the development of the interstate system. The Jacksonville roadway network connected with the interstate system at Trout River and at the Fuller Warren Bridge.

The City of Jacksonville is requesting first year construction funds or $30 million for replacing the draw bridge with an 8 lane high level structure. I would like to submit Mayor Austin's total statement into the record at this time.

I appreciate the opportunity to appear before the subcommittee and would like to introduce Mr. Hulsey at this time.

TILLIE K. FOWLER
4TH DISTRICT FLORIDA

ARMED SERVICES COMMITTEE
SUBCOMMITTEES
MILITARY INSTALLATIONS AND FACILITIES
MILITARY FORCES AND PERSONNEL

MERCHANT MARINE AND FISHERIES COMMITTEE
SUBCOMMITTEES
MERCHANT MARINE
COAST GUARD AND NAVIGATION

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THE HONORABLE TILLIE K. FOWLER
STATEMENT BEFORE THE TRANSPORTATION SUBCOMMITTEE OF THE HOUSE APPROPRIATIONS COMMITTEE
MAY 7, 1993

Mr. Chairman and Members of the Subcommittee:

I strongly support the requests being made by the City of Jacksonville, Florida and Mr. Mark Hulsey on behalf of the Jacksonville Port Authority.

There is a very critical need to replace the 38-year-old Fuller Warren Bridge which spans the St. Johns River in downtown Jacksonville. The four lane bridge is located on Interstate-95 and must open numerous times each day to allow waterborne traffic to traverse that part of the St. Johns River. Along Interstate-95, the Fuller Warren is the only bridge between Maine and Miami which still utilizes a draw span. Funding of a new bridge would also improve traffic flow by creating an additional four lanes, making the bridge eight lanes, as well as eliminating the current draw span and replacing it with a new high level structure.

The Fuller Warren Bridge is considered the gateway to all of Florida, and, as such, serves as the major north-south artery from Jacksonville to Central and South Florida and Georgia. The bridge also links Florida East Coast Interstate-95 traffic with Interstate-10 for destinations to Tallahassee and other major West Florida cities. The City of Jacksonville is seeking $30 million for first year construction funds in Fiscal Year 1994.

Mayor Austin's statement also references the Mayport Ferry and the need for capital improvements. Should the committee decide to prioritize ferry projects as in previous Department of Transportation Appropriations Committee reports, I would appreciate it if you could add the Mayport Ferry to that list.

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

The roadway improvement projects proposed by the Jacksonville Port Authority are already underway due to previous funding that has been made available by prior year Department of Transportation Appropriations Acts as well as the Intermodal Surface Transportation Efficiency Act of 1991. Briefly, these intermodal projects are: (i) A continuation of the airport access roadway improvements which were partially funded by the 1991 ISTEA and (ii) A continuation of the Blount Island roadway access project which was initially funded in Fiscal Years 1988, 1989 and 1990. We are proud that Jacksonville's seaport terminals handled more military equipment and supplies than any other commercial port in the world for Operation Desert Shield/Storm. Jacksonville's port and airport facilities provide the U.S. military with a strategic deployment point for U.S. land forces drawn from both the southeast and midwest sections of the country.

I appreciate the Committee's consideration of these funding requests by the City and Port of Jacksonville.

FRIDAY, MAY 7, 1993.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WITNESS

HON. CONSTANCE MORELLA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MARYLAND

Mr. CARR. Next witness is our good friend from Montgomery County, Congresswoman Connie Morella.

Mrs. MORELLA. Thank you, Mr. Chairman. It is a pleasure to be here before your subcommittee and somebody mentioned, I think it was our colleague, Mr. Clement, said this was his third visit, but I must say, this is my seventh visit on behalf of WMATA and it has become kind of a nice traditional right of spring and certainly very, very important, so thank very much for the opportunity to be here. I know——

Mr. CARR. Any time we see you, it is spring.

Mrs. MORELLA. What a diplomat.

Mr. CARR. I don't know that it has anything to do with WMATA.

Mrs. MORELLA. Actually, as you know full well, for the past 25 years, WMATA has grown, thanks in large part to the Federal commitment to complete the 103-mile Metrorail system.

In 1990, the National Capital Transportation amendments authorized $1.3 billion to complete the planned Metrorail system. The Metro board and the region have worked very hard since then to develop, and successfully so, an accelerated plan to finish this system ahead of schedule and by so doing, to save $600 million over the life of the project.

I am here today to request that the subcommittee appropriate the full $212 million that Metro needs for the fiscal year 1994 construction program. WMATA is able to obligate the full amount in fiscal year 1994, since it is following its fast track construction plan.

The fast track program will generate over 1,000 new jobs in heavy construction in the area alone in fiscal year 1994. In addition, Metro construction, as you know, uses materials from all over the United States. For example, running rail from Pennsylvania, electronics from Texas, and wood from the Pacific Northwest.

Metro is working to bring the full 103-mile system into revenue service by the year 2001. That is going to be five years ahead of schedule. Throughout the region, we will see completion of the system. In my congressional district, we will see completion of its red line to Glenmont by mid-1998. Some of the most transit dependent residents in the area will be able to use the completed green line by the end of 1999.

And looking environmentally at it, the Clean Air Act requires the region to meet Federal ozone standards by 1999. Vehicle emissions account for approximately two-thirds of the area's hydrocarbons, and a little less than 40 percent of the nitrogen oxides, which are the principal ingredients of ozone. A completed Metrorail system will assist with getting cars off the road, meeting the clean air mandate, as well as conserving energy.

Finally, Mr. Chairman, I appreciate your courtesy in listening to what has become a very familiar tale, but I wanted to urge your consideration of the $212 million funding request. Metro serves the region with a world class transit system. I hope that we can give Metro the $212 million and keep the 103-mile system on track and moving to completion. The construction program has benefited the entire region.

Once again, I appreciate your past support for Metro. I realize how difficult it is, but you have certainly been a leader in honoring the Federal/local partnership begun a quarter of a century ago.

Again, I appreciate the opportunity to appear before you, recognizing your very busy schedule and I would be glad to respond to any questions you may have.

Mr. CARR. Thank you, Connie. We appreciate having you here. You have always been a great supporter of this committee and we appreciate that as well.

Mrs. MORELLA. Thank you.

Mr. CARR. I really don't have any questions. I understand that the WMATA request is only $200 million, however.

Mrs. MORELLA. I think that is what OMB put in. They have put in $200. What happens is if the $200 is granted, then because they can commit to $212, they will borrow and so they would certainly prefer not to.

Mr. CARR. Well, they either borrow it or we borrow it because we are out of money.

Mrs. MORELLA. I just hope you do the very best you can as close to the $212 million as you can.

Thank you.

FRIDAY, MAY 7, 1993.

ARIZONA HIGHWAY PROJECTS

WITNESS

HON. ED PASTOR, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARIZONA

Mr. CARR. Our next witness is a new Member of our committee. We are glad to have a colleague from Arizona. Welcome to the committee. Your statement will be made a part of the record and I ask that you summarize.

Mr. PASTOR. Yes, sir. Thank you for allowing me to testify this morning. I will summarize the detailed testimony I have submitted for the record.

I am asking for three projects that are not quite in the scope of $200 million, but hopefully we will get due consideration.

The first one is completion of the repair of the Veteran's Memorial Overpass for which I am seeking $11.2 million. The overpass is a seven-span steel girder system located in Pima County, Arizona adjacent to Davis-Monthan Air Force base, and provides a major link to Interstate 10 and Interstate 19 , and also the Tucson International Airport.

Studies in 1992 show the traffic count was 27,000 and it is expected to increase to 67,000 by the year 2015. The overpass has a structural problem, and this has led the Federal Highway Administration to list the overpass as a priority 2 structure. And as you know, this is the highest repair priority that does not require immediate closure of a bridge.

In 1992, the overpass was listed as a demonstration project under ISTEA, and recognizing the critical need for repair, Congress also appropriated $2.4 million from the Highway Trust Fund in fiscal year 1992 to begin planning and design of the repair project.

The county requires an additional $11.2 million from the Federal Government to complete the project. The repair is a high priority for the county and the State, and both entities are working to ensure that the project is properly funded and constructed on timely basis. In addition, both the county and the State are prepared to provide the 20 percent local cost share.

The second project is the continued funding for State Road 153 in Phoenix, for which I am requesting $8 million. This road was also an ISTEA project which was funded at $5.04 million in fiscal year 1992 and $6 million in fiscal year 1993. The road provides direct access to the main arterial road through Sky Harbor Airport, and it is an efficient east and west access to the freeway system surrounding the airport. The airport, as you may know, is the 15th busiest and the freeway system serves the metropolitan area of 2 million people.

The City of Phoenix needs an additional $8 million in Federal monies to complete the project and is prepared to provide the local cost share dollars.

The third project, Mr. Chairman, deals with a need for $3.96 million to construct a bridge to provide access across the Gila River in Maricopa County, Arizona. As you may know, Phoenix has been devastated by floods earlier this year and has been declared a Federal disaster area due to the flooding.

The flooding has rendered unusable the two low-level bridge crossings on the Gila River. The crossings provide access to Phoenix International Raceway and also a community south of the Gila. PIR currently holds seven major events and other smaller events every year and generates for the county's economy and the State $217 million during the peak season.

During the peak season also, these two crossings, which are no longer usable, carries 30,000 vehicles in a four hour period. With the destruction of the crossings, the City and the County and the State are losing money and people who live south of the Gila aren't able to cross the River.

Mr. Chairman, Maricopa County and the City of Avondale are currently in the process of planning and designing a 2,000-foot long, 70-foot wide bridge to accommodate four lanes of traffic and to provide reliable and safe access across the Gila River. The cost of the planning and design is being completely funded by both Maricopa County and Avondale.

Construction of the bridge, which will be on the site of the old crossing that is no longer usable at 115th Avenue, will cost $7.92 million. Both the county, Maricopa County and PIR are prepared to provide 50 percent of the funding or $3.96 million, and request that the same contribution be made by the Federal Government.

Again, Mr. Chairman, thank you for allowing me to speak on behalf of these projects which are of great importance to the safety of my constituents and the continued economic development of my district.

Thank you, Mr. Chairman.

Mr. Carr. Thank you. Ed, I have a map here. Let's go through these projects. Let me try to see where they are.

Mr. Pastor. The first one is in Tucson and it links up—it is a crossing that links up from Tucson to Davis-Monthan and also provides access to the roads that lead to 19 and 10. It is on the southern part of the city.

Mr. Carr. 19 and 10?

Mr. Pastor. You have to travel west.

Mr. Carr. It is a link between 19 and 10.

Mr. Pastor. What happens is that the bridge links up roads if you go west and come to the freeway system. I have somebody here from Tucson that can show you exactly where it is at if you would like, Mr. Chairman.

Mr. Carr. Yes. Would you have somebody come back here and point this out to me? Also, I might ask a couple of things while the gentleman is coming.

Mr. Carr. The second one is in Pima County.

Mr. Pastor. It is in the City of Phoenix. That is by the airport. Those are——

Mr. Carr. Maricopa County.

Mr. Pastor. Maricopa County which is the Phoenix metro area, and that goes directly into the airport and there is a surrounding freeway system around the airport that links up the airport and the freeway system.

Mr. Carr. You know what I would ask you to do, have your State highway people send us some maps and schematics.

Mr. Pastor. Sure. Of all three projects?

Mr. Carr. Yes.

Mr. Pastor. Sure, I will do that.

Mr. Carr. So we know exactly what we are dealing with here.

Mr. Pastor. I will do that, yes, sir.

Mr. Carr. It gives us—it gives the entire committee a little better feel for what is going on. Also, as you know, we have produced some investment criteria that I would ask you to send out to Arizona and have them answer those questions and get them back to us on all three projects as quickly as possible.

Thank you for your testimony.

Mr. Pastor. Thank you, Mr. Chairman. Have a good day.

Mr. Carr. Enjoyed working with you.

[The prepared statement of the Hon. Pastor follows:]

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Congress of the United States
House of Representatives

STATEMENT OF THE
HONORABLE ED PASTOR
Arizona - Second District

before the

SUBCOMMITTEE ON TRANSPORTATION
Committee on Appropriations

May 7, 1993

Mr. Chairman, I would like to thank you and the Members of the Subcommittee for providing me this opportunity to testify on behalf of three projects that are very important to the safety and economic development of my district.

Most importantly, is the completion of the repair of the Veteran's Memorial Overpass (VMO), for which I am seeking $11.2 million. First constructed in 1965, VMO is a seven-span steel girder structure located in Pima County, Arizona adjacent to Davis-Monthan Air Force Base. The Overpass serves as a primary access highway to Davis-Monthan and a facility owned by a major defense contractor in Southern Arizona--Hughes Aircraft Company, which recently acquired the General Dynamics missile division and transferred 2,000 jobs to its plant in Pima County. The Overpass also provides a major link to Interstate 10 & 19 and the Tucson International Airport.

Studies indicate that in 1992, the average daily traffic count on the VMO was 27,000; traffic is expected to increase to approximately 67,000 vehicles by the year 2015. A very large portion of those vehicles is trucks.

Mr. Chairman, the Overpass suffers from serious structural problems. It is overstressed and badly deteriorated, the bridge superstructure has experienced movement over time, and some of the bridge girders have actually experienced delamination. Such conditions have led the Federal Highway Administration to list VMO as a "Priority 2" structure. As the Subcommittee knows, this is the highest repair priority that does not require immediate closure of a bridge.

Pima County estimates that it will cost approximately $17 million dollars to reconstruct VMO: Engineering planning and Design $2.3 million; Construction $13 million; and Construction Inspection $1.7 million. These estimates do not include any additional money which may be required to cover right-of-way acquisition costs if that were to become necessary. Under existing statutes, state and/or local authorities must cover 20% of the $17 million, or $3.4 million. The balance, or $13.6 million, is the Federal contribution to the project.

In FY 1992, the Overpass was listed as a Demonstration Project under the Intermodal Surface Transportation Act of 1991 (ISTEA). Recognizing the crucial need for repair, Congress also appropriated $2.4 million from the Highway Trust Fund in FY 1992 to begin planning and design of the repair project. With the expenditure of this money, the remaining Federal contribution stands at $11.2 (13.6 - 2.4) million.

The repair of the Overpass is a matter of the highest priority for the County and the State of Arizona, and both entities are working to ensure that the project is properly funded and constructed on a timely basis. In addition, both the County and the State are prepared to provide the 20% local cost-share.

Secondly, is continued funding for State Road 153 in Phoenix, Arizona, for which I am requesting $8 million. This road is an intermodal access project which was funded at $5.04 million in FY 1992 and at $6 million in FY 1993. The road provides both direct access to the main arterial road running through Sky Harbor International Airport and an efficient east and west access to the freeway system surrounding the airport. The airport is the nation's fifteenth busiest, and the freeway system serves a metropolitan area of more than two million people.

The City needs an additional $8 million in Federal monies to complete the project. Once the road is complete, freight and passenger access to and from the airport will be improved, congested reduced, and safety enhanced. In addition, there is a growing airport-associated industrial base at Sky Harbor which requires safe and convenient roadway access to the airport and freeway system. The road will help to stimulate this growth and enhance the economic importance of the airport.

Finally, Mr. Chairman, is the need for $3.96 miilion to construct a bridge to provide access across the Gila River in Maricopa County, Arizona. As you may know, the Phoenix area was devastated by severe flooding earlier this year and was declared a Federal Disaster Area. As a result of the flooding, access across the Gila, provided by two low-level bridged crossings, was rendered unusable.

The bridged crossings consisted of small culverts no more than four feet high with armoring to allow passage of up to 2,000 cubic feet per second (cfs) of water without damage to the structure. The recent flood events delivered more than 140,000 cfs of water at the sites. It should be noted, Mr. Chairman, that the Gila River is a dry riverbed throughout most of the year. The crossings provided access to Phoenix International Raceway (PIR), which currently holds seven major events and numerous smaller gatherings every year and generates over $217 million for the County's economy every year. During peak days, the old crossings served a combined total of 30,000 vehicles in a four hour period. In addition, the crossings served a rural residential community south of the Gila River.

In March of this year, the flooding and resultant damage spurred a $412,000 emergency construction project to rebuild Indian Springs Road, the only remaining two-lane access to PIR and the residential community. The repair of this road, which lies on the riverbed itself, served as a temporary, short-term improvement to accommodate April's Indy Car race at PIR. When flood waters recede, the repairs to the two closed bridged crossings are expected to reach $150,000. Mr. Chairman, the Phoenix area has been subject to three flood events in the past year that have required over $300,000 in repairs for the two bridged crossings and Indian Springs Road. There is, of course, no assurance that flooding will not damage the structures again and the County will be forced to expend more monies on stop-gap measures.

Maricopa County and the City of Avondale, Arizona are currently in the process of planning and designing a 2,000 ft. long, 74 ft. wide bridge to accommodate four lanes of traffic to provide reliable and safe access across the Gila River. The cost of the planning and design is $800,000 and is being completely funded by both the County and Avondale. Construction of the bridge, which will be at the site of the old bridged crossing at 115th Avenue, will cost $7.92 million. Both the County and PIR are prepared to provide 50% of the funding, or $3.96 million. The County is therefore seeking a $3.96 million (50%) contribution from the Federal government.

Mr. Chairman, this project is of great need to Maricopa County. It addresses a number of concerns ranging from public safety to sustained economic development. I ask that you recognize these two very important factors and that the Subcommittee provide the $3.96 million necessary to construct this much-needed bridge.

Mr. Chairman, as a new Member of the Appropriations Committee, I understand the difficult choices that are before this Subcommittee. I ask that you and the other Members of the Subcommittee recognize the importance of these projects to the safety and continued economic development of my district and provide the funding that I have requested.

Thank you again, Mr. Chairman, for allowing me to appear here today.

FRIDAY, MAY 7, 1993.

SAN DIEGO, AIRPORT OTAY MESA

WITNESS

HON. BOB FILNER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. CARR. Our next—Congressman Filner. San Diego is back again. We had San Diego here yesterday and we are glad to have San Diego here again today.

Mr. FILNER. Thank you, Mr. Chairman.

Mr. CARR. San Diego area, I guess.

Mr. FILNER. I appreciate your personal interest in this and also your attempts to, I should say efforts, successfully I hope to establish some objective criteria for projects. It is in that spirit I am here today.

I am here today on the historic piece of testimony. I am asking the Appropriations Committee not to give me any money and take away what money has been allocated to the FAA for a project in San Diego because I think what is occurring in San Diego is a pretty absurd and destructive process for our region.

I would like the—this subcommittee to direct the FAA to spend no further funds on the study, planning, design or construction of an airport on Otay Mesa which straddles the U.S./Mexican border in San Diego, California. As you know, for several years, a small group of politicians and speculating landowners have attempted to move San Diego's airport to a location next to Mexico in my district.

This is a clear attempt to dump a facility that is unwanted in the most ethnically diverse, lower income, under represented district in the county. Because any airport in this location would require the use of Mexican air space, the proposal was given a pretty package and a pretty name and called it a binational airport without any consultation with the Mexican government.

Airport configurations have changed daily depending on the particular objections being raised, we call it the airport du jour, and we don't exactly know what we are fighting, but there are several key objections to the proposed airport, which I would just like I to make you aware of.

Throughout San Diego, there is strong opposition to the proposal. The two affected congressional representatives opposed it, one Republican, one Democrat. The mayors of the several cities, both in the north and south of the county oppose it, the county board of supervisors and several community planning groups are all on record in opposition. There was a referendum in the border—largest city on the border, Chula Vista, which rejected the airport by an overwhelmingly 83 percent of the vote.

Clearly any such airport requires close Mexican cooperation and coordination. The only official response from the Mexican government so far in five years of discussions has been a letter to me from the Mexican ambassador indicating that Mexico has no intention of participating in any joint facility.

Instead, Mexico has offered to San Diego to join in building their airport which is being constructed—enlarged right across the border. There are numerous operational difficulties, including airspace coordination, Customs, Immigration, that appear insurmountable.

And finally, the proposed airport would seriously impact at least 30 Federal, State and local candidate animal species living in the local and State parks, living in the estuarine reserve that would be affected. One requires a decimation of a mountaintop in Mexico.

For the last five years the City of San Diego has imposed a building moratorium on this area pending the outcome of the study that is being conducted by the FAA. Meanwhile, a $21 billion economy and 200,000 jobs which had been planned for the area have been put on hold.

As you know, unemployment and defense cutbacks are devastating other parts of San Diego. We have lost thousands of affordable homes which San Diego desperately needs because of this moratorium. Thousands of children in overcrowded schools nearby are awaiting the construction of schools and parks that were promised them in this area.

We are tired in southern San Diego of being strung along with a destructive and impractical and unrealistic proposal that is being funded 90 percent by the Federal Government.

I think you ought to take that money, spend it better where there is local consensus, where there is support, where there is a reasonable expectation that you will have the construction of a needed airport.

So I hope that you will direct the FAA to spend no further funds on this proposal. The lack of regional consensus and operational difficulties post insurmountable obstacles to further pursuit of any airport configuration.

I know that you were questioning the FAA on this a few days ago and I appreciate your support and interest and hope that some of my colleagues can better use the funds.

Mr. Carr. Well, we thank you for your testimony. We have a communication this morning by a faction from the Federal Aviation Administration. As you noted, they have spent some money in terms of planning grants and the second two phases to be completed in May and we look forward to its results.

However, the FAA has advised the committee that their in-house airspace utilization analysis found that substantial delay would result from an Otay Mesa Airport operations due to airspace interactions. They also found that at a forecast operational level at Otay Mesa Airport of 400,000 in the year 2020, 17 percent of the flights would incur at least 15 minutes of delay compared to 7 percent of the flights without Otay Mesa.

The FAA analysis also found that from 44 to 71 percent of increased airspace delay due to the Otay Mesa Airport would be borne by other than San Diego, Limburg and Otay Mesa traffic.

In the answers to our questions when they were before us, the FAA was decidedly unenthusiastic about this airport, and I think it is unlikely that this committee would in any way grant more money to this very risky venture.

Mr. **Filner**. Thank you, Mr. Chairman. See you next week.

Mr. **Carr**. Have a happy weekend.

Mr. **Filner**. Can we get a copy of that fax?

[The prepared statement of the Hon. Filner follows:]

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PUBLIC WORKS AND
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CONGRESS OF THE UNITED STATES
HOUSE OF REPRESENTATIVES

STATEMENT OF CONGRESSMAN BOB FILNER TO THE TRANSPORTATION SUBCOMMITTEE HOUSE COMMITTEE ON APPROPRIATIONS

MAY 7, 1993

Chairman Carr, members of the Transportation Subcommittee, thank you for the opportunity to address your Subcommittee today.

I am here today to ask this Subcommittee to put an end to an absurd and destructive process which is occurring in San Diego and must be stopped. I am here today to request that this Subcommittee direct the FAA to spend no further funds on the study, planning, design, or construction of an airport on Otay Mesa near the U.S.-Mexican border in San Diego, California.

For several years now, a select group of politicians and landowners have attempted to move San Diego's airport to a location next to the Mexican border in my district. This is a clear attempt to dump an unwanted facility in the most ethnically diverse, lower-income, under-represented district in the County. Because any airport in this location would require the use of Mexican airspace, the proposal was given a pretty package and a pretty name and called a binational airport--without consultation with the Mexican government. Airport and runway configurations have changed daily depending on the individual presenting the concept and the serious geographic, operational, and environmental objections being discussed at the time.

Although there are dozens of serious objections to this proposed airport, I would like to share with this committee the most powerful arguments against this proposal:

1) Throughout San Diego there is strong opposition to the proposal. Two Congressional representatives, the Mayors of several cities, the County Board of Supervisors, several community planning groups are all on record in opposition. In a referendum held in the largest city in the border area, voters overwhelmingly rejected the proposed airport by an incredible 83%.

2) The proposed airport requires close Mexican cooperation and coordination. Although the proposal has been "on the table" for several years now, the only official response from the Mexican government has been a letter from the Mexican Ambassador indicating that Mexico has no intention of participating in any joint facility. Instead, Mexico has repeatedly offered San Diego use of its own adjacent airport in Tijuana to accommodate any excess or international travel demands.

3) The operational difficulties, including airspace coordination, customs, and immigration, appear insurmountable.

4) The proposed airport would seriously impact federal, state, and local parks, including an estuarine reserve and a state park. There are at least 31 federally listed, threatened, or candidate animal species currently living in these parks. One of the many proposed alignments would have required the decimation of a mountaintop in Mexico!

The City of San Diego has imposed a building moratorium on this border area pending the outcome of the FAA's study. Meanwhile, over 200,000 jobs and a $21 billion industrial economy are on hold as a result--while unemployment and defense cutbacks are on the rise. Thousands of affordable homes, which San Diego desperately needs, have not been built because of the moratorium. Thousands of children in overcrowded nearby schools are waiting for construction of the schools and parks that were promised in this community.

My constituents in San Diego are tired of being strung along with a destructive, impractical, and unrealistic proposal--that constantly changes in shape and function--but never in location.

I believe that FAA's funds would be better spent on a proposal for which there is local consensus and support and where there is a reasonable expectation that studies and planning will lead to the actual construction of an airport.

For this reason, I respectfully request that the Committee direct the FAA to spend no further funds on the study, planning, design, or construction of an airport on Otay Mesa. The lack of regional consensus and operational difficulties pose insurmountable obstacles to further pursuit of any airport configuration on Otay Mesa.

I appreciate Chairman Carr's interest in this topic and would be happy to answer any questions.

FRIDAY, MAY 7, 1993.

RAIL MODERNIZATION NEEDS OF OUR NATION'S TRANSIT PROPERTIES

WITNESSES

THOMAS HAYWARD, CHAIRMAN OF THE BOARD, SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)

RICK WOOTEN, ASSISTANT GENERAL MANAGER, SEPTA

PETER E. STANGL, CHAIRMAN AND CHIEF EXECUTIVE OFFICER, NEW YORK METROPOLITAN TRANSPORTATION AUTHORITY

Mr. CARR. Our next witness is going to be introduced by my colleague from Pennsylvania. The Chair recognizes the gentleman from Philadelphia for an introduction. Our Representative from the Northeast Corridor.

Mr. FOGLIETTA. Thank you, Mr. Chairman. I am sorry. I had to run out for an important phone call. That is why I was not here from when the gentleman were asked to come in. I would like to thank the Chairman for allowing this panel to be here today, and I would like to welcome the chairman of the board of SEPTA, Tom Hayward, and Peter Stangl of MTA here today.

Following the meeting that we had last month, Mr. Chairman, we asked Mr. Stangl and Mr. Hayward to come before the subcommittee to update us on the scope of rail modernization needs of our Nation's transit properties. This is an issue I have brought before this subcommittee before. I am pleased to see that Secretary Pena has proposed a 12 percent increase in funding in his 1984 budget request.

Maybe, Mr. Chairman, just maybe he was listening to us. It is an important issue not only in the city of Philadelphia but the transit systems in cities across the country. I would like to ask you gentlemen to give the Members of the committee the specifics.

Mr. CARR. I thank the gentleman for his opening remarks, and partly agree with it. It has been, I might indicate to the gentleman, sort of a stark realization that over the years, the past ten years, we have had lots of testimony on Section 3 buses. We have had lots of requests on Section 3 new starts, and we have had a dearth of testimony about the condition of the older rail systems in this country and that we have not had before this committee any major concerted effort by those of interest and knowledge to tell this committee exactly what the rail modernization needs have been.

So I welcome the gentleman's interest and welcome the witnesses who are here responding to our joint request that they supply us with the information we so badly need.

Welcome.

Mr. HAYWARD. Thank you, Mr. Chairman. Nice to see you again. Congressman Foglietta. Nice to see you again. On my left is assistant general manager of public affairs, Rick Wooten. I want to thank you for this opportunity to testify on behalf of the Nation's public transportation systems.

Some background on SEPTA. SEPTA provides public transit service in Philadelphia and four surrounding counties. We have commuter rail services to Trenton and West Trenton, New Jersey, as well as Wilmington, Delaware. We are a large multi-modal system with over 1 million boardings a day.

Our general manager, Lou Gambaccini, testified before your subcommittee before in his role as general manager and as chairman of the American Public Transportation Association–Transit Association. He last appeared before the committee in March to testify on the general capital and operating needs of SEPTA. He told committee Members that like older transit systems, SEPTA's infrastructure is suffering from disinvestment practiced by our predecessors from the private sector and from the substantial decline of assistance from the Federal Government over the past 12 years.

I am here to address the capital needs, more specifically rail modernization needs of America's public transit systems. Some background on rail modernization program. The rail modernization program started in 1964 to repair and restore rail systems, without assistance from the Urban Mass Transit Administration, and to bring conditions of old rail systems in Chicago, New York, Boston and Philadelphia up to the level of those of the new rail systems built with UMTA assistance.

The extent of disrepair facing old rail systems is far more broad, deep and complex than routine replacement needs of new rail systems. It is instructive to compare rail modernization programs to its historic, discretionary parallel, the New Start Program. From 1979 to 1982, 27.1 percent of Federal transit funds went to new starts and 66.1 percent went to rail modernization programs. From 1984 to 1991, 29.8 percent of Federal funds went to rail modernization programs and 26.7 to new starts.

As SEPTA aged, funding declined. In 1980, SEPTA received $75 million in rail modernization funds. In 1983, the number increased to $105.1 million. By 1990 it had dropped to $53.6 million. SEPTA has identified projects for which we are seeking Section 3 rail mod funds.

These projects are included in our six year transportation improvement plan, or TIP, which I believe is attached to our testimony that we handed out. The necessity of these projects is clear when looked at in terms of SEPTA's size and age and the number of people served by our rail lines.

Our rail division has 13 commuter rail branches operating in all five counties of SEPTA's service area. 156 stations, more than 301 route miles, and more than 550 miles of track owned by SEPTA, Amtrak, and Conrail. SEPTA inherited the commuter rail system from Conrail in 1983, although I don't know if that is the right term, inherited.

Despite suffering from decades of deferred maintenance, the average daily rail ridership continues at a level of approximately 80,000 people. Our Market–Frankford Line, the "El," is the heaviest traveled route in the region, carries up to 150,000 passengers each day. The Frankford portion of the line opened in 1922 and the Market portion opened in 1907. The 13 mile line has 28 stations.

The Broad Street Subway first opened in 1928 and the last portion opened in 1973. On an average week day, it carries 112,000 people. Our trackless trolley routes in the city carry 112,000 passengers a day. Our Norristown line, which is an interurban electric railway covering about 13.5 route miles. The Norristown line was built between 1907 and 1912, serves 22 stations in two counties and the average week day ridership is 7,800.

We have eight light rail routes, two suburban, five city and one historic trolley route. The two suburban lines first began service in 1906, cover approximately a 13-mile area and carry over 9,000 passengers a day. Our city routes, currently undergoing renovation, operate on 28.9 route miles when in full operation, have an average week day ridership of 48,700.

The national numbers regarding heavy rail systems carry nearly 2.2 billion passenger trips annually. Light rail systems provide more than 185 million passenger trips each year. Commuter rail systems carry 324 million annually. The numbers make it clear that a sizable segment of the population relies on rail transit for their mobility. As the Clean Air Act is implemented and people begin looking for alternate modes of transportation, more and more will be looking to rail.

Last June, Gannett Fleming and UTD, Inc., conducted a national study for the Federal Transit Administration entitled, "The Status of the Modernization of the Nation's Rail Transit Systems." The study looks at systems across the country and discusses what has been accomplished in terms of rail modernization since 1983 and what additional work is required through the year 2001.

Mr. HAYWARD. The study determines that based on current dollars from 1983 to 1991, $18.3 billion was spent to modernize America's rail system. The study also determines that an additional $15.5 billion to $17.2 billion is required over the 10-year period of 1992 to 2001 to bring rail systems into good condition.

Included in this amount is $565 million that systems will have to spend to comply with the America's for Disability Act. It is estimated that nationwide in order to comply with ADA, more than 5,100 rapid rail, light rail and commuter rail cars must be made accessible. In addition, approximately 300 rapid rail, light rail and commuter rail stations must either be rehabbed or built so they too are accessible.

Of the $18.3 billion intent on rail mod in 1991, 32 percent was spent for vehicles, 14 percent for track, 13 percent for structures and 13 percent for maintenance facilities. Of that money that needs to be spent through 2001, the largest requirement is for structures at 22 percent. Stations at 17 percent, vehicles at 17 percent and system-wide control at 16 percent.

SEPTA is currently seeking rail mod funds for a variety of projects which are outlined in our written testimony. The completion time on all projects is contingent on adequate funding. With delays in adequate funding, there are continued service disruptions.

With service disruptions, we lose ridership. As ridership declines, so does operating revenue.

In conclusion, rail infrastructure renewal costs that aging systems like SEPTA must bear come at a time when Federal participation in rail mod projects has decreased and required expenditures have increased. Not only must systems pay to renovate so that they can continue operations, they are also mandated to pay additional rehab costs because of legislation such as EDA and the Clean Air Amendments of 1990.

We do not argue with the philosophy behind these bills, but do question the imposition of such mandates at the same time subsidies decline.

Thank you. I will be happy to answer any questions you might have.

Mr. FOGLIETTA. I thank you for your testimony.

[The prepared statement of Thomas Hayward follows:]

Testimony of Thomas M. Hayward

Chairman

Southeastern Pennsylvania Transportation Authority

Committee on Appropriations

Subcommittee on Transportation

United States Congress

May 7, 1993

Good morning. I'm Thomas M. Hayward, Chairman of the Southeastern Pennsylvania Transportation Authority (SEPTA). SEPTA provides public transit service in Philadelphia and four surrounding suburban counties. We also provide commuter rail services to Trenton and West Trenton, New Jersey, as well as to Wilmington, Delaware. We are a large multi-modal system with over one million boardings a day.

I know our General Manager, Louis J. Gambaccini, has testified before you both in his role as SEPTA G.M. and as Chairman of the American Public Transit Association (APTA). From what I understand, when Lou last appeared before this committee in March, he testified on the general capital and operating needs of SEPTA. I am also aware that he told you that like other older transit systems in the United States, SEPTA's infrastructure is suffering from the disinvestment practiced by our predecessors from the private sector and from the substantial decline of assistance from the federal government over the past 12 years.

I am here to address capital needs, or more specifically the rail modernization needs of America's public transit systems. As you know, the rail mod program was started in 1964 to repair and restore rail systems, built without assistance from the Urban Mass Transit Administration (UMTA), and to bring conditions of the old rail systems in Chicago, New York, Boston and Philadelphia up to the level of those of new rail systems built with UMTA assistance.

The extent of disrepair facing the old rail systems is far more broad, deep and complex than the routine replacement needs confronting new rail systems. It is instructive to compare the rail modernization program to its historic, discretionary parallel, the new start program. From 1979 to 1982, 27.1 percent of federal transit funds expended went to new starts. During the same period, 66.1 percent of the federal transit funds expended went to rail mod programs. However, from 1984 to 1991, 29.8 percent of federal funds went to rail and 26.7 percent to new starts.

Thus, as the SEPTA system aged, its funding declined. In 1980, SEPTA received $75 million in rail mod funds. By 1983, the number had increased to $105.1 million. But by 1990, despite deteriorating conditions, increasing costs and new mandates, it had dropped to $53.6 million.

To give some perspective on current rail mod needs, at SEPTA we have identified certain projects for which we are seeking section three rail mod funds. These projects are included in our six-year Transportation Improvement Plan, or TIP, and assume full funding of ISTEA, which, to date, has not occurred. The necessity of these projects is clear when looked at in terms of the size of the SEPTA system and the number of people served by our rail lines.

SEPTA's Regional Rail Division is composed of 13 commuter rail branches operating in all five counties of the SEPTA service area. These routes are composed of 156 stations, more than 301 route miles, and more than 550 miles of track owned by SEPTA, Amtrak and Conrail. SEPTA inherited the commuter rail system from Conrail in 1983 and, despite suffering from decades of deferred maintenance, average daily ridership on the Regional Rail Division continues at a level of approximately 80,000.

SEPTA's Market-Frankford Line, the "El," is the heaviest travelled transit route in our region, carrying up to 150,000 passengers each day. The Frankford portion of the line opened in 1922, and the Market portion 1907. It is a 13 mile line with 28 stations.

The first portion of SEPTA's Broad Street Subway Line opened in 1928, and the last portion in 1973. Currently, on an average weekday, it carries 112,000 people. SEPTA also has five trackless trolley routes in the City carrying 45,000 passengers a day. We have what is known as the Route 100 Norristown Line -- an interurban electric railway covering about 13.5 route miles. The Norristown Line was built between 1907 and 1912, serves 22 stations in two counties, and has an average weekday ridership of 7,800.

Finally, SEPTA has eight light rail routes -- two suburban, five city and one historic trolley route currently operating.

The two suburban lines, which first began service in 1906, cover an approximately 13 mile area and carry over 9,000 passengers per day. The city routes, which are currently undergoing renovation, operate on 28.9 route miles. When in full operation, they have an average weekday ridership of 48,700.

Nationally, heavy rail systems carry nearly 2.2 billion passenger trips annually. Light rail systems provide more than 185 million passenger trips each year, and commuter rail systems 324 million. These numbers make it clear that a sizable segment of our population relies on rail transit for their mobility. And, as the Clean Air Act is implemented, and people begin looking for alternate modes of transportation, more and more of them will be looking to rail.

Last June, Gannett Fleming and UTD, Inc. conducted a national study for the Federal Transit Administration (FTA) entitled, "The Status of the Modernization of the Nation's Rail Transit Systems." The study looks at systems across the country and discusses what has been accomplished in terms of rail mod since 1983, and what additional work is required through the year 2001.

It was determined in the study that based on current dollars, from 1983 to 1991, $18.3 billion was spent to modernize America's rail systems. The study also determined that an additional $15.5

to $17.2 billion is required over the 10 year period of 1992 to 2001 to bring rail systems into "good" condition. Included in this amount is $565 million that systems will have to spend in order to comply with the Americans With Disabilities Act (ADA).

It is estimated that nationwide, in order to comply with ADA, more than 5,100 rapid rail, light rail and commuter rail cars must be made accessible. In addition, approximately 300 rapid rail, light rail and commuter rail stations must either be rehabbed or built so that they, too, are accessible.

To give a sense of cost, rehabilitation of a new rapid rail vehicle to bring it into ADA compliance is estimated at $39,300. To rehab an older rapid rail vehicle that is in poor condition would cost $46,000. Rehab of a new rapid rail station would cost approximately $586,900, while renovating an older station will cost $1,700,000.

Of the $18.3 billion spent on rail mod through 1991, 32 percent was for vehicles; 14 percent track; 13 percent structures; and 13 percent maintenance facilities. Of the money that needs to be spent through the year 2001, the largest requirements are for structures, at 22 percent; stations at 17 percent; vehicles at 17 percent; and system-wide controls at 16 percent.

At SEPTA, we are seeking the following:

1. An additional $300 million for the Frankford Elevated Reconstruction Project (FERP) -- $50 million per year in fiscal years 1994 through 1999. The FERP project began in 1985 as a six year program. It is now a 21 year program because we were unable to get the necessary funding. The result: continuing disruption to riders, community residents and area businesses.

Through the FERP project we are renovating or replacing stations, decks, bridges and systems along a five and one-quarter mile portion of the 13 mile line.

2. $90 million for renovation of the Market Street portion of the elevated system.

3. $80 million, spread out over fiscal years 1994 through 1999, for general infrastructure improvements to the elevated system. This project will include track improvements, maintenance facility renovation, power system rehabilitation, communications and ventilation improvements, and the purchase of work equipment.

4. $5 million in fiscal year 1994 for the continuation of renovations at 30th Street Station. This is an Amtrak owned station also used by SEPTA commuter trains. Amtrak is currently

putting the finishing touches on complete restoration of this historically certified building -- on a smaller scale, it is a project similar to that undertaken at Washington's Union Station.

SEPTA needs the $5 million to, among other things, rehab and rebuild platforms, renovate stairways, repair damaged floors and walls, and install elevators. With this particular project we feel that we are operating in a race against time. In two months, the Pennsylvania Convention Center will open in Philadelphia, and we are expecting an enormous influx of visitors to the area who will arrive either by air or train. Because the Convention Center, which is located in Center City Philadelphia, has no dedicated parking, area officials are counting on visitors arriving at 30th Street to use commuter rail service to the Convention Center.

5. $15 million for improvements to one of our commuter rail lines, the R5. This is a traffic mitigation project necessitated by highway construction. In cooperation with the Pennsylvania Department of Transportation, we are expanding our park-and-ride facilities and renovating the line for speed enhancement so that it can compete with the highway both during and after construction. It is a project undertaken in the spirit of ISTEA, as we hope to encourage multi-modal travel and can only be successful in doing so if the facilities and service we offer are both adequate and effective.

6. $80 million to improve signals on the Broad Street Subway, spread out through fiscal years 1995 through 1998.

7. $10 million to complete the engineering and design for a consolidated control center for our six operating divisions. Currently controls are dispersed throughout the five county region, making coordination between operating divisions far less than ideal. When major and minor service disruptions occur, the distance between these control facilities inhibits efficient response. Of the existing control facilities, the most recently constructed, Wyoming, is 20 years old. The oldest facilities, located within SEPTA's Railroad Division, are 60 years old. With advances in electronic technology, all of these control facilities are obsolete, at best.

8. $80 million for improvements to the aging light rail infrastructure so that new cars can be accommodated.

9. $15 million for new Regional Rail Division bridges, some of which date back as far as the 1800s.

10. $18 million for our utility fleet. SEPTA operates approximately 800 non-revenue utility vehicles to support transit and railroad operations. On a vehicle-by-vehicle basis, depending on the age, condition and use of the vehicle, they must be upgraded

and replaced.

11. $18 million for ADA compliance measures. At 42 railroad, high speed and light rail stations SEPTA must make structural changes or install high level platforms or elevators.

The completion time for all of these projects is contingent on the full funding of ISTEA. If full funding does not occur -- and the President's fiscal year 1994 budget proposal only brings the transit portion of ISTEA to a 90 percent funding level -- then our delay of these projects will continue. And, unfortunately, the problem does not end with the delay. With service disruptions, we lose ridership. As ridership declines, so does our operating revenue.

The rail infrastructure renewal costs that aging systems like SEPTA must bear come at a time when federal participation in rail mod projects has decreased and required expenditures have increased. Not only must systems pay to renovate so that they can continue their operation, we are also mandated to pay additional rehab costs because of legislation such as ADA and the Clean Air Act Amendments of 1990. We do not argue with the philosophy behind these bills, but we do question the imposition of such mandates at the same time our subsidies decline.

I thank you for this opportunity to testify, and will be happy to answer any questions.

# # #

Mr. **FOGLIETTA**. What do you estimate to be rail mod's needs?

Mr. **HAYWARD**. If you are directing the question to the rail mod money out of Act 9, I guess last year we got $76 million in rail mod money. Twenty-seven million dollars of that was operating money; which left 49 million dollars, which $40 million was spent on rail modification.

Mr. **FOGLIETTA**. How much would be reasonably needed?

Mr. **HAYWARD**. I don't know if we have made that determination.

Mr. **FOGLIETTA**. Will the proposed 12 percent increase in funding help and to what extent——

Mr. **HAYWARD**. That certainly will help. We estimate that that change in formula had an additional $25 million—will add an additional $25 million to our capital funding, and we are pleased with that and especially pleased with the fact that it recognized rail mod needs again over new starts.

Mr. **FOGLIETTA**. I understand that the Section 9 funds are to be used for rail modernization?

Mr. **HAYWARD**. Yes. Unfortunately, I interpreted your question incorrectly.

Mr. **FOGLIETTA**. Does, however, using this Section 9 money for rail modernization—does that constrain your capital projects?

Mr. **HAYWARD**. Yes, it does.

Mr. **FOGLIETTA**. So it is actually moving money from one area of concern to another?

Mr. **HAYWARD**. Yes. Due to the age of the system, we have so many capital concerns that they are not going to be corrected in a short period of time. They will be corrected over, hopefully, a 10-year period.

Mr. **FOGLIETTA**. I, as a Member of this subcommittee, will be working with you and with representatives of transit systems from other regions of the country which represent some of the older sections of our Nation, some of the older cities, to make this committee and the administration well aware of your concerns.

Mr. **HAYWARD**. We appreciate that, as an old system, this committee and the Chairman's interest in rail modernization.

Mr. **FOGLIETTA**. I would like to ask that next time you or some member of SEPTA come before this committee that you bring a chart or a diagram showing the rail lines in the City of Philadelphia which I think are some of the best in the world, looking like a wheel with the hub being in the center of the city, 30th Street to 12th Street, and lines going out to distant parts of the city. I think that would be effective in showing this committee how important rail modernization is for the area.

Mr. **HAYWARD**. We will do that. Thank you.

Mr. **FOGLIETTA**. Mr. Stangl.

Mr. **STANGL**. Thank you.

Mr. Chairman and Members of the committee, I am Peter Stangl, Chairman and CEO of the Metropolitan Transportation Authority of New York. I appreciate the opportunity to be here today.

To put my remarks in perspective, let me tell you a little bit about us. We are the largest and one of the oldest transit providers in the country. We run nearly 6,000 subway cars and 4,000 buses and two of the largest commuter railroads in the country, the Long

Island Railroad and the Metro-North Commuter Railroad, one of which we also inherited from Conrail.

We also operate seven bridges and two tunnels whose toll revenues help support our transit system.

Mr. FOGLIETTA. I understand Conrail has a reputation for being good administrators. And I think part of their good administration is their giving away these lines.

Mr. STANGL. In the long run, it has been better because I think agencies that took them over have done a good job of running them, and the service has improved on each of them.

We carry almost a third of all transit riders in the country, nearly six million people a day. Our annual operating budget is over $5.5 billion. And we are currently in year two of our third successive five-year capital rebuilding program.

This is a $9.6 billion plan that I think clearly demonstrates a substantial State and local commitment in New York. Our first two capital plans totaled some $16 billion dollars. Some estimated the worth of our system in the neighborhood of $250 to $375 billion if you had to start over and do it. It is a big investment, but it is relatively modest when you look at the size of the system.

It was built largely in the late 19th century and early 20th century. The Long Island Railroad is not only the oldest Nation railroad but I think the oldest railroad still operating under its original name. Metro-North was, until recently, one of our Nation's newest commuter railroads. Its infrastructure, formerly part of the old Penn Central Railroad, consisted of some 744 miles of the oldest rail lines and passenger equipment in the country.

The New York City Transit Authority, which operates the subways and buses, is an amalgamation of two private and one publicly built subway system constructed between 1904 and 1930. It serves some 469 stations on some 700 miles of track. Virtually all of these rail facilities were built with private, State, or local dollars long before Federal capital assistance was provided in the 1970's.

But when that assistance for transit became available, it specifically acknowledged our previous local commitment as well as the special needs of some eight older transit systems in order to help modernize substandard facilities through the Section 3 Rail Modernization Program. Nowhere more than at our system I think was this need apparent.

Like many early transit systems around the country, our infrastructure was woefully out of date in terms of meeting modern rail standards. But in 1982, we began a five-year strategic capital rebuilding program, the largest I believe non-Federal public works renewal project in the country. Its goal was to rebuild critical parts of our system and restore it to a good state of repair. We knew it would take several decades to do that.

Much of what we did in the first ten years was done with the help of rail mod moneys. During that period, we received $1.55 billion in rail modernization funds, which we invested in projects such as replacing or overhauling over 97 percent of our subway cars, many of our commuter rail cars. We used rail mod moneys to help replace 93 percent of the over 700 miles of subway track.

The results I think are tangible already for the millions who use our system. Subway cars average over 37,000 miles between breakdowns, 5 to 6 times what was going on before that.

So-called red flag areas, areas on the track that we were very concerned about are virtually a thing of the past. Derailments, which used to average once a month, are essentially nonexistent in the system now. So great progress was made, much due to the rail modernization moneys.

Let me tell you a few words about what we are doing with the money today. Our fiscal year 1993 Section 3 allocation of $229 million dollars is already programmed for mainline track rehabilitation on all three properties; for transit authority pump and fan plant rehabilitation to help us keep water and smoke out of the system; for the transit authority signal system. All of these things go to the heart of safety, efficiency, and of course reliability. I think that they will pay dividends in the decades to come.

But our job is nowhere complete. We still have an enormous agenda of unfinished needs estimated at $40 billion, $40 billion from 1992 through 2011.

Nearly $13 billion of this investment would be dedicated simply to bringing all of our infrastructure to a state of good repair. The remainder of the money would be used on normal replacement that, as things wear out, before they wear out, we want to replace them and on some system improvement and system expansion projects. Some of these needs can and will be addressed with our State, our local, and Section 9 funds. But, nevertheless, we rely on the rail modernization moneys.

Where we hope to employ some of that money in the future—I am not assuming you will provide all of this; we are prepared to put up our share. Between now and 2011, over $5 billion from a variety of sources will be needed to replace rolling stock. Subway stations, many of which have had no restoration done to them since their original construction, will cost approximately $2.3 billion by the year 2009, when we hope to finish the program.

Shops, car-maintenance barns, bus depots, many of these are ill-equipped to care for modern rolling stock and must be brought up to current standards. That will cost about $1.8 billion by the year 2011.

Signals: We have to spend $3 billion on signals between now and 2009 to replace worn out signals that do not meet modern standards in terms of reliability, capacity, or safety.

Tunnels, elevated structures, viaducts, fans, pumps, communication systems, electrical systems: That is another 5 to $6 billion.

The need is great, and a Federal role in our future is just as critical next year and in years ahead as it has been in the past years. We could not have done all we have accomplished without a continued Federal commitment. It funded approximately one-fourth of our capital program over the past 10 years.

I would like to talk about the 75 percent we put up, but this Federal contribution was enormously significant.

I don't come here on behalf of the MTA and people of the region with just our hands out, not having put our money where our needs are. I think we have a record of using the rail money. We will. And I think we can demonstrate real success. I think we can demonstrate to you a strategic and specific plan on how we plan to use every future Federal dollar.

Our plan, I know it is optimistic; but our funding plan assumes that the new Federal transportation bill would receive full funding and it would receive it for the rail modification program as well as the other parts. We can, and we will, commit every dollar that you can provide us.

We will commit it on a well-thought program of projects that will literally benefit millions of people each day. I think you know, Mr. Chairman—and Congressmen, you also know, because you are familiar with Philadelphia as well—that New York and our region does not work without our system or without our services. I am confident that that is also true of Philadelphia.

We know that providing the funding will be difficult for you. There is a whole host of Federal programs with demands in fiscal year 1994, but we do hope that you will make scarce resources available based on needs.

I appreciate all the help you have given us in the past, and we will need your help in the future. And I thank you in advance for it. I would be happy also to try and answer any questions that you might have.

[The prepared statement of Peter Stangl follows:]

TESTIMONY OF
PETER E. STANGL
CHAIRMAN AND CHIEF EXECUTIVE OFFICER
N.Y. METROPOLITAN TRANSPORTATION AUTHORITY

BEFORE THE

TRANSPORTATION SUBCOMMITTEE

OF THE HOUSE APPROPRIATIONS COMMITTEE

WASHINGTON, D.C.

MAY 7, 1993

MR. CHAIRMAN, MEMBERS OF THE SUBCOMMITTEE, I AM PETER STANGL, CHAIRMAN AND CEO OF THE METROPOLITAN TRANSPORTATION AUTHORITY IN NEW YORK. THANK YOU FOR HAVING ME HERE TODAY TO SPEAK ABOUT FY'94 TRANSPORTATION APPROPRIATIONS AND IN PARTICULAR THE MTA'S RAIL MODERNIZATION NEEDS.

IN ORDER TO PUT MY REMARKS IN PERSPECTIVE, LET ME FIRST TELL YOU A BIT ABOUT THE MTA. WE ARE THE LARGEST AND ONE OF THE OLDEST TRANSIT PROVIDERS IN THE COUNTRY. WE RUN NEW YORK CITY'S 6,000 SUBWAY CARS AND NEARLY 4,000 BUSES. AND WE OPERATE THE FIRST AND SECOND LARGEST COMMUTER RAILROADS IN THE COUNTRY, THE LONG ISLAND RAIL ROAD (LIRR) AND THE METRO-NORTH COMMUTER RAILROAD (MNCR).

BUT WE ALSO OPERATE 7 BRIDGES AND 2 TUNNELS THAT CARRY 800,000 CARS PER DAY AND WHOSE TOLL REVENUES HELP SUPPORT THE OPERATION OF OUR TRANSIT SYSTEM.

WE SERVE A 13 MILLION PERSON, 4,000 SQUARE MILE SERVICE AREA THAT COVERS TWO STATES, 14 COUNTIES AND DOZENS OF CITIES. ALL TOLD, WE CARRY ALMOST A THIRD OF ALL TRANSIT RIDERS IN THE COUNTRY -- NEARLY 6 MILLION PEOPLE A DAY -- MANY OF WHOM USE MORE THAN ONE OF OUR MODES IN THEIR DAILY JOURNEY.

WITHOUT THE MTA, THE MOST DENSELY POPULATED REGION IN THE COUNTRY WOULD BE PARALYZED WITH CONGESTION; IT WOULD USE AN EXTRA 1.3 BILLION GALLONS OF GAS A YEAR; THE L.I. EXPRESSWAY WOULD NEED 15 MORE LANES TO HANDLE THE ADDITIONAL TRAFFIC; OUR AIR WOULD BE A LOT DIRTIER AND REGIONAL COMMERCE WOULD GRIND TO A HALT AND THE NATIONAL ECONOMY WOULD FEEL THE PAIN.

WE ARE AN INTERMODAL AGENCY THAT IS TRULY AN ESSENTIAL PART OF OUR REGION AND AN IMPORTANT PART OF OUR NATIONAL INFRASTRUCTURE.

OUR ANNUAL OPERATING BUDGET IS IN EXCESS OF $5.5 BILLION AND WE ARE CURRENTLY IN YEAR TWO OF OUR THIRD SUCCESSIVE FIVE YEAR CAPITAL REBUILDING PROGRAM -- A $9.6 BILLION PLAN THAT CLEARLY DEMONSTRATES A SUBSTANTIAL STATE AND LOCAL COMMITMENT TO MEETING REGIONAL TRANSIT NEEDS.

OUR FIRST TWO CAPITAL PLANS FROM 1982-91 TOTALLED SOME $16 BILLION. AND WHILE THAT MAY SOUND LIKE A LOT OF MONEY, IN THE SENSE THAT OUR SYSTEM'S INFRASTRUCTURE HAS BEEN ESTIMATED AT BEING WORTH SOMEWHERE BETWEEN $250 AND $375 BILLION, $9.6 BILLION IS THE EQUIVALENT OF RESHINGLING THE ROOF OF YOUR HOUSE.

BUT ENVISION IN THIS CASE A HOUSE THAT WAS BUILT IN THE LATE 19TH CENTURY AND THE EARLY 20TH CENTURY AND HADN'T HAD A COMPLETE ROOFING JOB SINCE. MORE THAN JUST THE ROOF WOULD NEED WORK.

THAT WAS THE CASE WITH MUCH OF THE 595 MILES OF THE LIRR TRACK THAT ARE PART OF NOT ONLY THE NATION'S OLDEST COMMUTER RAILROAD, BUT THE OLDEST U.S. RAILROAD OPERATING UNDER ITS ORIGINAL NAME, PERIOD.

AND WHILE METRO-NORTH WAS, UNTIL RECENTLY, OUR NATION'S "NEWEST" COMMUTER RAILROAD, ITS INFRASTRUCTURE -- FORMERLY PART OF THE OLD PENN CENTRAL RAILROAD, ACTUALLY CONSISTED OF SOME 744 MILES OF THE OLDEST RAIL LINES AND PASSENGER EQUIPMENT IN THE COUNTRY.

THE BIGGEST ARM OF OUR SYSTEM, HOWEVER, IS THE NEW YORK CITY TRANSIT AUTHORITY (NYCTA), AN AMALGAMATION OF TWO PRIVATELY AND ONE PUBLICLY BUILT SUBWAY SYSTEMS CONSTRUCTED BETWEEN 1904 AND THE EARLY 1930S THAT SERVES 469 STATIONS ON OVER 700 MILES OF TRACK.

IN FACT, VIRTUALLY ALL SEGMENTS OF OUR HEAVY RAIL FACILITIES WERE BUILT WITH PRIVATE, STATE OR LOCAL DOLLARS LONG BEFORE FEDERAL CAPITAL ASSISTANCE WAS PROVIDED IN THE 1970S.

AND WHEN FEDERAL ASSISTANCE FOR TRANSIT DID BECOME AVAILABLE, IT SPECIFICALLY ACKNOWLEDGED THIS PREVIOUS LOCAL COMMITMENT AS WELL AS THE SPECIAL NEEDS OF EIGHT OLDER TRANSIT SYSTEMS TO HELP MODERNIZE SUBSTANDARD FACILITIES. THIS WAS ACCOMPLISHED THROUGH THE SECTION 3 RAIL MODERNIZATION PROGRAM (RAIL MOD), WHICH, SINCE THE 1991 INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT IS OFFICIALLY KNOWN AS THE "FIXED GUIDEWAY" MODERNIZATION PROGRAM.

NOWHERE MORE THAN AT THE MTA WAS THIS NEED APPARENT. LIKE MANY EARLY TRANSIT SYSTEMS AROUND THE COUNTRY, OUR INFRASTRUCTURE WAS WOEFULLY OUT OF DATE IN TERMS OF MEETING MODERN RAIL STANDARDS. AND IT HAD COME PRECIPITOUSLY CLOSE TO COLLAPSE IN THE LATE 1970S BECAUSE OF A LACK OF INVESTMENT -- AND COMMITMENT -- ON THE PART OF ALL LEVELS OF GOVERNMENT.

BUT IN 1982 THE MTA BEGAN WORK ON A FIVE YEAR STRATEGIC CAPITAL REBUILDING PROGRAM -- THE LARGEST NON-FEDERAL PUBLIC WORKS RENEWAL PROJECT IN THE COUNTRY. ITS GOAL WAS TO REBUILD THE CRITICAL PARTS OF OUR SYSTEM TO A STATE-OF-GOOD-REPAIR. IT WAS CLEAR FROM THE OUTSET THAT THIS WOULD TAKE SEVERAL DECADES.

MUCH OF WHAT WE DID IN THE FIRST TEN YEARS WAS ACCOMPLISHED WITH THE HELP OF RAIL MODERNIZATION MONIES. DURING THAT PERIOD, WE RECEIVED $1.55 BILLION IN RAIL MOD FUNDS WHICH WE INVESTED IN PROJECTS SUCH AS REPLACING OR OVERHAULING OVER 97% OF OUR SUBWAY CARS AND MANY OF OUR COMMUTER RAIL CARS. WE ALSO USED RAIL MOD MONIES TO HELP REPLACE 93% OF OUR 700 MILES OF SUBWAY TRACK.

THE RESULTS ARE ALREADY TANGIBLE FOR THE MILLIONS WHO USE OUR SYSTEM DAILY. SUBWAY CARS NOW AVERAGE 37,000 MILES BETWEEN BREAKDOWNS -- 5 TIMES THE LEVEL IN 1982. RED FLAG TRACK AREAS WHERE DETERIORATED TRACK BEDS ONCE LIMITED TRAINS TO LESS THAN 5 MILES AN HOUR ARE VIRTUALLY A THING OF THE PAST. DERAILMENTS, WHICH AVERAGED ONE A MONTH IN 1980 ARE ALMOST NON-EXISTANT.

IN SHORT, GREAT PROGRESS WAS MADE. AND MUCH OF THAT WAS DUE TO RAIL MOD. BUT LET ME TELL YOU WHAT WE ARE DOING WITH RAIL MOD MONIES TODAY.

OUR FY'93 SECTION 3 RAIL MOD ALLOCATION OF $229.1 MILLION IS ALREADY PROGRAMMED FOR AN ASSORTMENT OF NYCTA, LIRR AND MNCR PROJECTS THAT INCLUDE: MAINLINE TRACK REHABILITATION ON ALL THREE PROPERTIES; NYCTA PUMP AND FAN PLANT REHABILITATION, AND; NYCTA SIGNAL SYSTEM MODERNIZATION. THESE ARE INVESTMENTS THAT ARE CRITICAL TO GREATER EFFICIENCY, SAFETY AND RELIABILITY. THEY WILL PAY DIVIDENDS FOR YEARS TO COME.

BUT OUR JOB IS NOWHERE NEAR COMPLETE. WE STILL HAVE A HUGE AGENDA OF UNFINISHED CAPITAL NEEDS, ESTIMATED AT SOME $40 BILLION BETWEEN 1992 AND 2011.

NEARLY $13 BILLION OF THIS INVESTMENT WOULD BE DEDICATED TO BRING ALL MTA INFRASTRUCTURE TO A STATE-OF-GOOD-REPAIR. THE REMAINDER WOULD BE REQUIRED TO MEET NORMAL REPLACEMENT CYCLES FOR THESE ASSETS DURING THE TWENTY YEAR PERIOD AND FOR MODEST IMPROVEMENTS TO THE SYSTEM.

AND WHILE SOME OF THOSE NEEDS CAN AND WILL BE ADDRESSED WITH OUR STATE, LOCAL AND SECTION 9 FUNDS, WE WILL NEVERTHELESS RELY GREATLY ON SECTION 3 RAIL MOD MONIES. LET ME GIVE YOU SOME OF THE AREAS WHERE WE HOPE TO EMPLOY RAIL MOD IN THE FUTURE.

BETWEEN NOW AND 2011, OVER $5.2 BILLION FROM A VARIETY OF SOURCES WILL BE NEEDED TO REPLACE ROLLING STOCK. SUBWAY STATIONS, MANY OF WHICH HAVE HAD NO RESTORATIVE WORK SINCE THEIR ORIGINAL CONSTRUCTION WILL REQUIRE $2.3 BILLION IN ATTENTION BY 2009.

SHOPS, CAR-MAINTENANCE BARNS AND DEPOTS, MANY OF WHICH ARE ILL-EQUIPPED TO CARE FOR AN INCREASING VOLUME OF MODERN ROLLING STOCK MUST BE BROUGHT UP TO CURRENT STANDARDS AT AN ESTIMATED COST OF $1.8 BILLION BY 2011.

SIGNALS THAT ARE IN MANY CASES MORE THAN 50 YEARS OLD NEED TO BE REPLACED AT AN ESTIMATED COST OF $2.9 BILLION BETWEEN NOW AND THE YEAR 2009.

OTHER PARTS OF OUR INFRASTRUCTURE, SUCH AS THE SKELETON THAT SUPPORTS THE SUBWAY'S TUNNELS AND ELS; VIADUCTS THAT CARRY LIRR AND METRO NORTH TRAINS; FANS THAT REMOVE SMOKE IN EMERGENCIES; PUMPS TO KEEP TUNNELS FROM FLOODING; OUTDATED ELECTRICAL, TUNNEL LIGHTING AND COMMUNICATIONS SYSTEMS, ARE ALL EXPECTED TO COST ANOTHER $5.6 BILLION BY 2011.

THE NEED IS GREAT AND A FEDERAL ROLE IN OUR FUTURE IS JUST AS CRITICAL NEXT YEAR AND IN YEARS AHEAD AS IT HAS BEEN IN EACH OF THE PAST TWELVE. OUR ACCOMPLISHMENTS SIMPLY COULD NOT HAVE COME ABOUT WITHOUT A CONTINUED FEDERAL COMMITMENT -- APPROXIMATELY ONE FOURTH OF WHAT WE'VE INVESTED THUS FAR.

AND SO I COME HERE TO YOU TODAY -- ARMED NOT WITH A TIN CUP -- BUT WITH A TRACK RECORD OF USING RAIL MOD MONIES WITH TANGIBLE SUCCESS OVER THE PAST 10 YEARS AND A STRATEGIC PLAN IN PLACE THAT PROVES OUR STATE AND LOCAL COMMITMENT TO MAXIMIZE EVERY FUTURE FEDERAL DOLLAR.

BUT OUR PLAN COUNTS, ALBEIT OPTIMISTICALLY, ON FULL FUNDING OF ISTEA SECTION 3 RAIL MOD AS WELL AS SECTION 9 AND FLEXIBLE FUNDING FROM TITLE I. TO SHOOT FOR LESS WOULD CERTAINLY ASSURE IT.

AND WHILE FULL FUNDING MAY NOT BE IN THE CARDS, MR. CHAIRMAN, PLEASE BE ASSURED THAT WHATEVER THE LEVEL, WE AT THE MTA CAN UTILIZE AND COMMIT EVERY DOLLAR THAT YOU CAN PROVIDE US ON A WELL THOUGHT OUT PROGRAM OF PROJECTS THAT WILL LITERALLY BENEFIT MILLIONS OF PEOPLE EACH DAY.

WE KNOW THAT PROVIDING FUNDING WILL BE PARTICULARLY DIFFICULT FOR A WHOLE HOST OF FEDERAL PROGRAMS IN FEDERAL FISCAL YEAR 1994, BUT WE DO HOPE THAT YOU WILL MAKE SCARCE RESOURCES AVAILABLE BASED ON TRUE NEED.

WE BELIEVE THAT THE MTA'S RAIL MODERNIZATION NEEDS AND THOSE OF MOST OTHER PUBLIC TRANSIT PROVIDERS ARE TRULY INDICATIVE OF COST EFFECTIVE INVESTMENT OF FEDERAL DOLLARS.

THE BOTTOM LINE IS THAT YOUR ACTIONS WILL ALLOW US TO CONTINUE TO PROVIDE A VITAL CONTRIBUTION TO ATTAINING NATIONAL ENERGY, ECONOMIC, ENVIRONMENTAL GOALS, AND MOST OF ALL -- THE GOAL OF EFFICIENTLY MOVING PEOPLE!

WE'LL NEED YOUR HELP. THANK YOU.

Mr. **Foglietta**. I thank you for your testimony.

I am curious about an issue that came up in hearings that we had with Secretary Pena. I asked the Secretary why funding for rail modernization projects was not included in the President's economic stimulus package. He told the subcommittee that there was not enough rail modernization projects ready to go.

Can you respond, both of you, to the Secretary's statement? To your knowledge are there a significant number of rail mod projects that are considered ready to go?

Mr. **Stangl**. The simple answer is, yes.

The other part is that it really is a question of priorities for us. If we have the money in one area, we would use certain other moneys in different areas because we have some flexibility in our program.

There is no doubt that we in New York have projects that would fit under the definition of rail modernization, very ready to go within the definition that I think was applied to the stimulus package.

Mr. **Hayward**. This month we will award a contract—hopefully award a contract this month for purchase of 220 El cars. The low bid was $285 million dollars. So we are ready.

Mr. **Foglietta**. Where are those El cars going to be constructed?

Mr. **Hayward**. They would be constructed in Elmira New York I assume. That is the low bidder at this point. The next highest bidder is AEG Westinghouse, which was $302 million.

Mr. **Foglietta**. We will talk to you about that. Thank you sir.

Mr. **Carr**. Who is the low bidder?

Mr. **Hayward**. Asaya Brown Bavari.

Mr. **Carr**. I have a question that is a little off the topic because I did ask you to come here and talk about rail mod.

While you are here, I need to ask you what your plans for bus purchases are in the next couple of years, if you know?

Mr. **Stangl**. We plan to purchase about 300 buses a year, Mr. Chairman. We do not at this point plan to use Federal money to purchase the buses. But our program is roughly 300 buses a year. That would be pretty much an ongoing program for us, depending upon the life of the bus, because we have nearly 4,000 buses.

Mr. **Hayward**. In 1994, we expect to spend $26 million in bus purchases.

Mr. **Carr**. How many buses?

Mr. **Hayward**. One hundred and twenty buses. Through 2005—well, from 1995 to 1999, $208 million; and from year 2000 to 2005, another $104 million, a total 12-year cost of about $338 million.

Mr. **Carr**. Well, I would—whether these things are federally-purchased with Federal dollars or not, we have a lot of one-time problems that we are facing. We want to work cooperatively with all the transit properties in America on the problem we are facing. The problem is that Atlanta, for a very short period of time, is going to need 2,000 buses. And we are going to be working with the Federal transit administrator and all of the properties—and would like to work very closely with the large properties who have a large ongoing bus procurement, because we don't want to have a 2,000 bus procurement spike in the middle of nowhere. They will probably be purchased by the Federal Government for redistribution to transit properties all over America, but we have a cash scheduling and a production scheduling problem that is coming up. It is a one-time deal, and we want to work with all properties so that their needs are met and yet we can even and smooth the flow of work and money.

So we want to—we will want to be talking to you about that. I wanted to raise that with you because you are among the larger properties in the country, along with L.A. We have said the same thing to them. I am sure that you will be able to be helpful in some way in terms of the scheduling of your procurements to help us fit this rather large square peg through the round hole that we have.

Mr. STANGL. I spoke with Ken Gregory, the general manager, and told him that we want to be as cooperative as we can and we want to work with him to try and get it done.

Mr. CARR. We don't know that these are all going to be new buses either. There may be some areas where we can activate a fairly young reserve fleet at relatively lower cost and transport them to Atlanta.

But at some point, we are going to have to buy a slew of buses for Atlanta's use only for a couple of week period of time. They won't be able to use current buses because they have to maintain their ongoing system. I think it is an opportunity for the Federal Government to do, at least on a one-time basis, what Pennsylvania at least used to do——

Mr. WOOTEN. They haven't done it for five or six years.

Mr. CARR. Did that not work out well?

Mr. WOOTEN. It worked out well for us. Six hundred of our fleet are products of two-bus procurements state wide. And we have been pleased with the performance of the vehicles.

Mr. CARR. Well, I really think that this country needs to get back to something like that so that—and this is so that we can more evenly schedule the bus production. The worst thing you can do to a bus manufacturer is have him lay off people for three months and then hire them at overtime for three months. They want steady, assured funding. They don't care particularly what the level is, just tell me what it is and let me operate at that level. I think we could end up buying buses a lot cheaper because of these cycles.

I don't have questions on your rail mod testimony other than to thank you for being here and giving us the information we have asked for. I hope the committee will be looking at a rail mod in a more determined way than we have in the past. In the past 10 years we have earmarked Section 3 new start funds. And we have sort of ignored—maybe because it is not as sexy or something—we have ignored individual attention that we should be giving to rail modernization.

In that regard, I think we will be looking at future earmarks. And I want to, through you, to the industry, and to the properties around America, indicate that that is a change in policy from this committee. We will be doing it in consonance with the investment criteria guidelines that we have put out as a committee.

So this year we probably won't be doing very much in the way of earmarking, but we will want to do that in the future. Thank you for being here.

Mr. WOLF. I have one question.

Coming originally from Philadelphia—my uncle worked at the Bud plant—why can't you just standardize all the buses in the United States? Why can't we just do that?

Secondly, why do you think the Westinghouse bid was higher than the bid that you have accepted?

Mr. HAYWARD. It was just higher from a dollar and cents standpoint.

Mr. WOLF. Why? When you looked at it, was it labor costs, environmental——

Mr. HAYWARD. We haven't completed the evaluation to determine whether ABB is the lowest responsible bidder at this point. So that process is still going on.

Mr. WOOTEN. I would point out, there were three bidders on this procurement. Obviously, the second low bidder is never pleased. We were some what pleased by the fact that the bids were relatively close. That gave us comfort that there was not a lowballing process taking place.

The third bidder, a reputable car manufacturer in the United States, was $80 million higher than the low bid. So on a per-car basis, I don't know if we will ever know—we will know the answer to—on 220 cars, a $17 million difference is relatively——

Mr. WOLF. Wouldn't this be a good idea for somebody to look at? There has to be a reason. Maybe it is FTA's job to look at it. Maybe the committee should put something in—I am not against somebody who can do it cheaper Westinghouse was and is a Pennsylvania company. And if somebody can look at this and decide why is it that American companies are coming in less, I think it would be helpful. I don't expect you to do it here.

Mr. WOLF. Why couldn't we standardize the buses?

Mr. HAYWARD. That is a legitimate question.

Mr. WOLF. Should I offer an amendment to say that any bus money that comes out of this committee must use a standardized bus?

Mr. STANGL. The reason I think it is very difficult to I think mandate a standard bus from-at the Federal level—I guess it can be done. It is kind of hard to explain why there isn't more standardization. I think, based on research, you are seeing more standardization in terms of technology in the buses; but there is always something different that somebody wants. Some is legitimate in terms of local needs. Some argue that buses have a harder time on New York City streets than they might have on the streets of Philadelphia or Atlanta.

Mr. WOLF. I doubt that. Do you agree?

Mr. HAYWARD. I would say they would have a harder time in Philadelphia because they are older streets.

Mr. WOLF. There really isn't any—that is why I raised the issue, because there isn't any difference. You have the same clean air standards, the same make up; The same bridges, I know the amendment would cause a lot of problems, but maybe somebody should at least force standardization, which might help American companies to compete.

Mr. STANGL. In terms of the competition and manufacture of rail cars, you need to look at who owns the company and whether it is an American or foreign company. But you are beginning to see the reasons of precisely the type of pressure you are talking about as well as competition particularly coming from Morris—Knudson, an American manufacturer. You are beginning to see more competition and see plants—the plant in Elmira, it is an ABB plant. There is a plant in Hornell New York that happens to be Morris-Knudson's plant where they have done a lot of our subway car rehabilitation. There is a facility Kawasaki has in Yonkers, New York, that has built new cars for South America and has done renovation for others.

So we are starting to see some of the money being spent in this country hiring American workers even though the company, in certain cases, may be a foreign company.

Mr. Wolf. I think that is good, and I am not against the foreign companies.

Mr. Stangl. We bought some of the last cars that came out of the red line. We call them the M-3. They are commuter cars.

Mr. Wolf. I am not against foreign companies. What I was concerned about is the standardization so everybody could be accommodated.

I have no other questions.

Mr. Wooten. The chairman alluded to do the Pennsylvania bus pool procurement where we had a joint committee for design before we went out for bid among 16 or 17 properties in Pennsylvania; and with a few minor changes, we accomplished it.

Rail cars are much more difficult because of clearances and tolerances and length of car on the market—even on our own other subway the gage is different. It goes back to the private companies—even the same private companies in Philadelphia's case, they designed two different subway systems.

Mr. Carr. I would only offer the comment that we had testimony earlier that there are apparently some operational differences due to altitude and terrain which might have to be accommodated in any kind of standard we have.

We have municipal bus companies that operate in the Rocky Mountains. And when you are operating, when you are chugging up a hill, and all kinds of other things, there are some things that couldn't be standard.

But I agree with the thrust of the gentleman's question. I think we could—we have an opportunity with this Atlanta bus purchase, this Olympic bus purchase to maybe conduct an experiment here. And if it proves out, maybe we can recommend to our authorizing committee that they take a look at, at least on a partial basis, having a national bus procurement of some kind to even out the flow of production to the bus companies, to the bus manufacturers.

Thank you for being here. We appreciate your testimony.

Friday, May 7, 1993.

AMERICAN AUTOMOBILE MANUFACTURERS ASSOCIATION

WITNESS

THOMAS H. HANNA, PRESIDENT AND CHIEF EXECUTIVE OFFICER

Mr. CARR. The next witness is from the American Automobile Manufacturers Association, Tom Hanna President and Chief Executive Officer of the American Automobile Manufacturers Association. Good to see you sir. We have your statement, and it will be made a part of the record in full.

We ask that you hit the high points with a summary.

Mr. HANNA. Thank you, Mr. Chairman.

We have a few comments to make here this morning with respect to the fiscal year 1994 National Highway Traffic Safety Administration budget request.

First of all, we fully support the goals of the four-year program announced by Secretary Peña to increase safety belt usage to 75 percent and reduce alcohol-related highway fatalities to 43 percent. Moreover, we urge that the Nation strive for at least a 90 percent safety belt use rate.

In addition, we support the funding levels requested for Section 402, States and communities grants programs. This program is an essential part of the overall highway safety efforts and merits the $8 billion increase over fiscal year 1993.

We also recommend the proposed budget levels for the Occupant Crash Protection program to sustain the agency's efforts to increase belt use and for Section 153, Safety Belt Incentive Program, authorized under ISTEA in order to encourage States to adopt belt use laws that would increase belt use.

However, we strongly disagree with the NHTSA request for $600,000 to fund side impact testing of vehicles under the new car assessment program. The dynamic side impact standard is just beginning to be phased in over the next few model years, and the jury will be out for several years as to whether this standard will provide significant new reductions in deaths and injuries. It is clearly premature to initiate side impact end cap testing into the existing program, which even in its present form is a poor measure of overall front crash protection. Our recommendation would be to reprogram these resources to the data collection activities of the National Center for Statistics and Analysis.

With regard to funds to support rulemaking activities, we would point out that certain NHTSA actions, undertaken according to provisions adopted as part of the act, are not required to result in the establishment of new safety standards. There appears to be a perception in some quarters that would prejudge the outcome of these rulemakings.

For example, in the case of passenger car anti-lock brakes, light trucks side impact protection, and roll over and to assume that standards were mandated by the Congress, Congress required only that the setting of such standards be carefully considered. Moreover, anti-lock brakes are already being widely made available on passenger cars without any government requirement.

And in our written statement, we provide statistics on the rapid increase in the introduction of these into the fleet of cars on the roads.

As the subcommittee is aware, 1992 saw significant continued progress in reducing highway fatalities. For the first time in 30 years, the total number of fatalities was below 40,000.

Moreover, in 1991 fatalities of passenger car and light truck occupants each experienced declines. I think it is fair to note that the United States has the best highway safety record in the world. Major progress has been made, and there are many contributing factors.

One of the things we have in our safety arsenal now that we didn't have over a decade ago is safety belt use laws. Today, 44 States and the District of Columbia have such laws. AAMA and its member companies are proud of the leadership role that we have played in this effort, which included the investment of over $100 million. This support is evidenced, particularly through the efforts of Traffic Safety Now, an organization specifically created for this purpose by the U.S. auto industry that played the major role in achieving passage of such laws. As a result, belt usage rates have climbed from about 15 percent in 1984 to over 60 percent today. More importantly, these laws have meant the saving of thousands of lives.

Accordingly, we support the provisions of the 1992 act which were passed to provide additional incentive to pass and promote compliance with effective belt use laws through a three-year grant program. The importance of belt use cannot be over emphasized, especially now with the high volume availability of inflatable restraints or air bags.

In the model years, 1988 to 1991 alone, over 6.5 million driver-side, air-bag-equipped cars have come onto the roads and highways. In the next three to five years, driver/passenger front air bag systems will cover the new car fleet, well ahead of legal guidelines.

A similar plan is in place for MPV's, vans, and light trucks. And they are slated for the entire fleet by 1998. The decade of the nineties presents an unprecedented workload for vehicle manufacturers. Auto makers must meet extremely stringent emission and alternative fuel vehicle requirements as well as new safety standards while still achieving fuel economy standards and offering other attributes—consumers demand, safety, convenience, comfort, performance and utility—at a price they can afford. That is not an easy task, especially when some safety goals, unfortunately, conflict with other government requirements, all at a time when manufacturers face severe financial constraints. Getting the number of fatalities under 40,000 a year can only be viewed as a relative success and should not be a cause for complacency.

The question is what additional steps can be taken that offer the greatest opportunity to make further progress. We have witnessed, in the 1980s, a major shift in public attitudes toward drinking and driving. In 1991, 49 percent of fatal crashes were alcohol related compared to 57 percent in 1982. However, despite the progress made, alcohol remains the greatest single problem in highway safety. Manufacturers are also convinced that substantial improvement in highway safety can be achieved from effective actions on crash causation. Extensive basic research is needed to understand why drivers behave as they do, what influences their decisions, how they acquire and process information that leads to those decisions, and how they interact with the vehicle.

Further substantial safety progress is possible if we direct our attention to high priority, high payoff strategies. They include completing the passive restraint phase in, increased belt use, and further aggressive action on alcohol abuse.

Thank you for listening to our point of view.

[The prepared statement of Mr. Hanna follows:]

Statement of

American Automobile Manufacturers Association

FY 1994 Budget Proposals
National Highway Traffic Safety Administration

before the

Subcommittee on Transportation
Committee on Appropriations
U.S. House of Representatives

Friday, May 7, 1993
2358 Rayburn House Office Building
Washington, D.C.

Presented by

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Good morning. My name is Tom Hanna and I am President of the American Automobile Manufacturers Association. AAMA is the trade association for domestic car and light truck manufacturers. Our members are Chrysler Corporation, Ford Motor Company and the General Motors Corporation.

AAMA appreciates the opportunity to present testimony today. We asked for this opportunity because we felt this is a particularly appropriate moment -- with a new Presidential Administration and new Subcommittee leadership -- to present an assessment of current trends in traffic safety and other matters related to the mission of the National Highway Traffic Safety Administration.

With regard to the FY 1994 NHTSA Budget request, we would like to make several specific recommendations.

First of all, AAMA fully supports the goals of the four year program announced by Secretary Pena to increase safety belt usage to 75 percent and to reduce alcohol-related highway fatalities to 43 percent. Moreover, we would urge that the nation strive for at least a 90 percent safety belt use rate -- in fact, some states, such as Hawaii, have already exceeded 80 percent. Canada has set a goal of 95 percent by 1995.

In addition, AAMA supports the funding levels requested for the Section 402 state and community grant program ($123 million). This program is an essential part of the overall highway safety effort and merits the $8 million increase over Fiscal 1993 in order to advance state and local safety programs.

AAMA also recommends the proposed budget levels for the occupant crash protection program ($5.8 million) to sustain the Agency's efforts increase belt use; and for the Section 153 safety belt incentive grant program ($15 million) authorized under ISTEA in order to encourage states to adopt belt use laws and to increase belt use. We will discuss in greater detail later in this statement some of the reasons why we believe efforts to further increase belt use are of such importance.

AAMA, however, strongly disagrees with the NHTSA request for $600,000 to fund side impact testing of vehicles under the New Car Assessment Program (NCAP). The dynamic side impact standard is just beginning to be phased-in over the next few model years, and the jury will be out for several years as to whether this standard will provide significant new reductions in deaths and injuries. It is clearly premature to initiate side impact NCAP testing into the existing program which, even in its present form is a poor measure of overall front crash protection. Our recommendation would be to re-program these resources to the data collection activities of the National Center for Statistics and Analysis.

Finally, with regard to funds to support rulemaking activities, we would point out that certain NHTSA actions undertaken according to provisions adopted as part of ISTEA are not required to result in the establishment of new safety standards. This is made clear in Sec. 2502(b)(2)(B)(ii) of Public Law 102-240: "A rulemaking under ... Section 2503 shall be completed when the Secretary promulgates a final rule or when the Secretary decides not to promulgate a rule ..." There appears to be a perception in some quarters that would pre-judge the outcome of these rulemakings (e.g., in the case of passenger car anti-lock brakes, light truck side impact protection and rollover protection) and to assume that standards were mandated by Congress. Congress required only the setting of such standards be carefully considered. Moreover, as we note below, anti-lock brakes already being widely made available on passenger cars without any government requirement.

Traffic Safety Progress

As the Subcommittee is aware, 1992 saw significant continued progress in reducing highway fatalities. For the first time in 30 years -- since 1962 -- the total number of fatalities was below 40,000 (preliminarily set at 39,500). This is 15,000 fewer fatalities than the record high of 54,589 in 1972. By any measure this progress is a major achievement, especially when you consider the increases in the number of vehicles on the road (up 63%), the number of drivers (up 43%) and the numbers of vehicle miles traveled (up 71%) that have occurred since 1972.

The preliminary 1992 data appear to follow the progress made in 1991, according to the just released Fatal Accident Reporting System (FARS) report. The overall fatality rate per 100 million vehicle miles traveled was 1.8 in 1992, in 1991 it was 1.9 (down from 2.1 in 1990). Moreover, in 1991 (the last year data available) fatalities of passenger car and light truck occupants each experienced declines. (see table 1).

Compare this record around the globe and you'll quickly find that this nation -- despite our greater number of drivers, vehicles and miles traveled -- is a leader in traffic safety. For example, in 1989, the latest year with comparable data, the U.S. was tied with Great Britain for the lowest rate at 2.3 fatalities per 100 million vehicle miles. (See table 2)

By contrast, for example, during the 1980's Japan experienced a 28% increase in fatalities.

Clearly, there is a lot of good news in these statistics. What may not be so clear from the numbers is exactly how this progress came about. For, despite the wealth of FARS data, statistics only seem to want to tell us just so much.

For example, we don't know exactly how many fatalities might have otherwise occurred but were prevented by this or that policy or behavior change.

When the goal is to prevent people from becoming statistics, this should not be surprising -- since quantifying events that do not occur tends to be more difficult than counting those that do.

Similar caution, incidentally, should be employed in making predictions about future fatality levels. Some may recall, that back in 1975 there was a NHTSA forecast that by 1985 highway fatalities would exceed 72,300 -- an example of the hazards of trying to predict the future.

Regardless, it is evident that the major progress that has been made, whatever its exact dimensions, cannot be credited to any one source or action. It has many authors.

The Importance of Safety Belt Use

However, we do know that one of the things we have in our safety 'arsenal' now that we didn't have over a decade ago is safety belt use laws.

Today, 44 states and the District of Columbia have such laws. AAMA and its member companies are proud of the leadership role they have played in this effort which included an investment of over $100 million. This support, as evidenced particularly through the efforts of an organization -- Traffic Safety Now (TSN) -- specifically created for this purpose, played a major role in achieving passage of such laws. As a result, belt usage rates have climbed from about 15% in 1984, when the first state (New York) law was enacted, to over 60% in 1992. More importantly, these laws have meant the saving of thousands of lives (more than 18,000 between 1984 and 1990, according to U.S. Department of Transportation estimates -- See table 3). Only Maine, New Hampshire, Vermont, Massachusetts, Kentucky and South Dakota are left without such laws, and we are hopeful that Vermont will become the 45th state very soon.

Accordingly, AAMA supports the provisions of the Intermodal Surface Transportation Efficiency Act (ISTEA) which were enacted to provide an additional incentive to pass, and promote compliance with effective belt use laws through a three-year grant program. A state that fails to meet these requirements is ineligible for the grant and would have a portion (1.5% in FY 1994) of its allotment under the Federal-aid highway construction program transferred to its highway safety program (sec. 402) funds. In its proposed rule issued January 15, 1993, the National Highway Traffic Safety Administration has proposed to implement this program initially by allowing all current state safety belt use laws to meet the ISTEA requirements for FY 1994 unless a state law includes an exemption from belt use enforcement for vehicles equipped with air bags.

AAMA strongly supports the NHTSA proposal which prohibits exemptions for air bag equipped vehicles. Air bag systems, to be fully protective, require the use of safety belts. Seat belts are the primary restraint system in the motor vehicle. Their use must not be considered optional. Ohio and Connecticut were the only states with such an exemption. AAMA member companies have supported efforts to repeal these exemptions. In the case of Connecticut, the repeal was finally successful just last month.

We point out, however, that the air bag exemption is not the only concern to be found in existing belt use laws. Enactment of these state laws is by no means uniform. The fact that NHTSA would single out this particular defect as the basis for triggering the penalty provisions of ISTEA should not act as a disincentive to pursuing other improvements in these state laws. For example, only 10 of the 44 states with belt use laws provide for primary enforcement. In the other 34 states, seat belt use is only enforceable if the vehicle is stopped for violating some other traffic law. The public perception of a lack of effective enforcement is a major deterrent to achieving higher belt use rates thereby saving additional lives. Efforts to obtain primary enforcement in all states should, therefore, continue and not be discouraged.

There are other examples where state belt use laws could be improved. In some states the fines assessed for non-use are so low that they have little effect. Similarly, some states do not yet require belt use by light truck and van occupants or by automobile rear seat passengers. It is important to seek belt use laws in the remaining states and to encourage efforts to improve existing laws. Hopefully, by requiring higher levels of compliance in the third year of the grant program there will be an incentive to make those improvements, as well.

Passing a new law is one thing, but its success really depends on public acceptance and enforcement. The progress that has been made in this regard has also been significant and indicates a remarkable change in public behavior, but even 62% belt use leaves a lot of room for improvement. We have learned that achieving and maintaining a high level of belt use requires an ongoing, many sided effort. AAMA member companies are very active in this effort as well, through programs supported by the American Coalition for Traffic Safety (ACTS).

The importance of belt use cannot be over emphasized, especially now with the high volume availability of inflatable restraints, or airbags. In the model years 1988-91 alone, over 6.5 million driver-side airbag equipped cars (See table 4) have come onto our roads and highways (and lets remember that 70% of all occupant fatalities are drivers, so focusing initially on driver-side airbags makes safety sense!). In the next 3-5 years driver-passenger front airbag systems will cover the new car fleet -- and I predict well ahead of legal deadlines contained in ISTEA. A similar plan is in place for MPV's, vans and light trucks. Airbags, already available on some 1992 models, are slated for the entire fleet by 1998. During the 1980's, the sales of these vehicles increased dramatically (up 39%), as did the number of miles they traveled (up 60%). As a result the number of fatalities associated with these vehicles also increased, even though the fatality rate declined from 2.6 to 1.8 (per 100 million light truck vehicle miles travelled). In 1991, light truck occupant fatalities showed a decrease over 1990. Nonetheless, just installing the system is not enough for full protection -- in order for it to work as designed, the occupant must keep in place when the airbag deploys. This can only be assured if safety belts are also properly worn.

Other Factors Promoting Safety Progress

Belt laws and increased belt use undoubtedly have played an important role in reducing the fatality rate, but there have been, of course, other factors as well.

We now have child safety seat use laws in all 50 seats, and we also have seen a sharp increase in actual use, although here again improper child restraint use, like improper seat belt use continues to be a concern. Built-in child seats are a manufacturer's innovation which has attracted growing acceptance in meeting this safety concern.

We have also witnessed in the 1980's a major shift in public attitudes towards drinking and driving. In 1991, 49% of all fatal crashes were alcohol related (compared to 57% in 1982) and 39% of all fatalities occurred when the driver or pedestrian was intoxicated (BAC 0.10+). Despite the very real progress made through the efforts of such groups as MADD, SAD, RID and others in public education and passing tougher drinking laws, alcohol use remains the greatest, single problem in highway safety. Passage by all states of laws permitting administrative revocation of a drivers license at the scene of drunk driving crashes is another step which AAMA and its members have joined many others in urging. In addition, AAMA, working with NHTSA and others, continues to support other efforts to address this issue through the TEAM (Techniques for Effective Alcohol Management) program and the NETS (Network of Employers for Traffic Safety) program of the National Commission Against Drunk Driving

Introducing New Technology

Over the years, we have learned that the dynamics of a vehicle crash are exceedingly complex. This complexity makes the writing of effective safety standards, and then the translation of those standards into a workable, saleable product, a formidable challenge.

It is important, therefore, to keep in mind, that considerable resources and effort are required to transfer the results of emerging R & D safety technology into practical, reliable devices, features, or designs, and to develop quality materials and manufacturing processes to produce them. Some safety devices, like airbags, for example, must be uniquely designed for each different passenger car and light truck model. Each new design must be thoroughly tested. In addition, a new manufacturing process requires fine-tuning before it can be applied in volume and at the level of quality that customers demand. Consequently, manufactures are unable, in some instances, to implement new safety technology immediately. But this engineering prudence should not be interpreted as a reluctance to adopt potential safety improvements. It is in the interest of safety that manufacturers must take the time necessary to assure the quality and integrity of their products.

A prime example of the importance of a prudent introduction process is the anti-lock brake technology (ABS). Over the 1988-91 model years over 3 million cars with ABS have been sold *with no government requirement*, and each year the number grows significantly as the public learns about its benefits. (See table 4)

But as important as safety is, it is not the only concern facing the domestic motor vehicle industry. The decade of the 1990's presents an unprecedented workload for motor vehicle manufacturers. Automakers must meet extremely stringent emission and alternative fuel vehicle requirements, as well as new safety standards, while still achieving fuel economy standards and offering other attributes consumers demand -- safety, convenience, comfort, performance and utility -- at a price they can afford. That is not an easy task, especially when some safety goals, unfortunately, conflict with other government requirements.

Future CAFE Standards and Safety

This is very much the case when considering the question of higher Corporate Average Fuel Economy (CAFE) standards.

Since 1974, the fuel economy of the new domestic passenger car has been improved by more than 100% (See table 5). This required taking about 1,000 pounds out of our cars and putting in new technologies such as electronic engine controls, front-wheel-drive and fuel injection. It also relied on customer acceptance of smaller, lighter vehicles.

Going forward, any future big increases in fuel economy will require breakthroughs in technology, more downsizing and management of trade-offs in safety, emissions, performance and utility.

The trade-off in safety as a result of downsizing is a matter of particular concern. Data compiled by the Highway Loss Data Institute confirms the basic laws of physics governing size and mass -- as car size decreases fatalities and injury and collision losses increase. (see table 6)

AAMA and member companies are all working on technologies to improve power plant efficiency, like direct injection diesels, two-stroke and lean burn engines. But compliance with pending emissions regulations virtually precludes large scale implementation of these technologies without a breakthrough in lean catalyst technology.

In most cases, where new technology is available to improve fuel economy, providing it, would add more cost to the price of the vehicle than could be recovered through incremental fuel savings at current and projected fuel prices.

Clearly, if further increases in new vehicle fuel economy are required to promote society's goals, market incentives will be required to encourage consumers to buy smaller vehicles and to change their driving behavior.

Onboard Vapor Recovery and Safety

Another such conflict posed by the 'tunnel vision' of single purpose regulatory mandates is the proposed EPA rule under the Clean Air Act, that would require that all new cars recover and store gasoline vapors emitted during refueling. This idea was originally proposed as a means to help those areas of the country that were not meeting air quality standards. Simultaneously, the CAA requires service stations to recover these vapors at the pump in those areas that has an air quality problem. NHTSA looked at the onboard requirement and raised significant safety concerns.

AAMA shares the safety concerns of NHTSA and EPA, as do others in the highway safety community, such as the National Transportation Safety Board, the Insurance Institute for Highway Safety and the National Safety Council. As a result, EPA decided against not promulgating an onboard regulation. However, the U.S. District Court of Appeals ruled that the Clean Air Act requires EPA to promogulate a regulation requiring onboard systems regardless of safety concerns. We would urge NHTSA to continue to be actively involved in the onboard rulemaking as required by the CAA, and to raise its safety concerns related to onboard canisters.

Traffic Safety - The Next Phase

Over the past decade particularly, we have made very encouraging progress in traffic safety. However, getting the number of fatalities under 40,000 a year can only be viewed as a relative success, and should not be a cause for complacency.

The question is what additional steps can be taken that offer the greatest opportunity to make further progress. Certainly, the measures that are already in process will continue to add benefits -- as, for example, more and more vehicles on the road are equipped with the latest occupant protection and anti-lock braking systems. In other words, the focus must be increasingly on crash prevention rather than on crash impact protection measures.

Manufacturers are convinced that substantial improvement in highway safety can be achieved from effective actions on crash causation. Extensive basic research is needed, for example, to understand why drivers behave as they do, what influences their decisions, how they acquire and process information that leads to those decisions, and how they interact with the vehicle. A better understanding of the causes and effects of driver fatigue is particularly needed. From these efforts, ways must be developed to provide drivers with the kinds of information they need to make correct decisions.

The progress that has been made in reducing highway facilities in recent years, we would further point out, has come during a time when the financial resources of AAMA member companies have been severely tested by regulatory and competitive pressures. While many occupant protection safety advances have been achieved in automobiles, manufacturers have likewise included numerous vehicle improvements for fuel economy and emission controls. Such coordinated actions on the planning, design, engineering, and the manufacturing of the products made by the three major domestic companies, including their plant improvements; have involved substantial costs over the years with several engineering programs still underway. In just the past five years, the domestic manufacturers have invested over $73 billion in capital spending while only earning $15.6 billion. Clearly, Mr. Chairman, this high level investment activity has been in the face of serious losses during the recession. That's another reason why consideration of additional regulatory costs should be carefully scrutinized, and why means must be found to eliminate conflicting regulatory goals.

Again, Mr.Chairman, AAMA appreciates this opportunity to present its views and looks forward to working with the Subcommittee in the future.

TABLE 1

Traffic Accident Fatalities

Year	Vehicle Miles (Billions)	Total Fatalities Number	Total Fatalities Rate[a]	Passenger Car Occupant Fatalities Number	Passenger Car Occupant Fatalities Rate	Light Truck Occupant Fatalities Number	Light Truck Occupant Fatalities Rate[c]
1940	302	34,501	11.4	—	—		
1945	250	28,076	11.3	—	—		
1950	458	34,763	7.59	—	—		
1955	605	38,426	6.34	—	—		
1960	719	38,137	5.31	24,800	2.20[b]		
1965	888	47,089	5.30	32,500	2.40		
1966	926	50,894	5.50	34,800	2.50		
1967	964	50,724	5.26	34,800	2.40		
1968	1,016	52,725	5.19	36,200	2.40		
1969	1,062	53,543	5.04	36,800	2.30		
1970	1,110	52,627	4.74	34,800	2.10		
1971	1,179	52,542	4.46	34,200	1.90		
1972	1,260	54,589	4.33	35,200	1.90		
1973	1,313	54,052	4.12	33,700	1.70		
1974	1,281	45,196	3.53	26,800	1.50		
1975	1,328	44,525	3.35	25,929	2.5[c]	4,856	2.4
1976	1,402	45,523	3.25	26,166	2.4	5,438	2.4
1977	1,467	47,878	3.26	26,781	2.4	5,976	2.4
1978	1,545	50,331	3.26	28,153	2.5	6,745	2.4
1979	1,529	51,093	3.34	27,808	2.5	7,178	2.5
1980	1,528	51,091	3.34	27,449	2.5	7,486	2.6
1981	1,556	49,301	3.17	26,645	2.4	7,081	2.4
1982	1,592	43,945	2.76	23,330	2.0	6,359	2.1
1983	1,655	42,589	2.57	22,975	1.9	6,202	1.9
1984	1,717	44,241	2.58	23,620	1.9	6,496	1.8
1985	1,774	43,825	2.47	23,212	1.8	6,689	1.8
1986	1,838	46,087	2.51	24,944	1.9	7,318	1.9
1987	1,921	46,390	2.41	25,132	1.9	8,058	1.9
1988	2,026	47,087	2.30	25,808	1.8	8,306	1.9
1989	2,096	45,555	2.20	25,063	1.7	8,551	1.9
1990	2,144	44,529	2.10	24,025	1.6	8,593	1.8
1991	2,172	41,462	1.91	22,347	1.5	8,380	1.8
1992*		39,500	1.80	—	—	—	—

* Preliminary

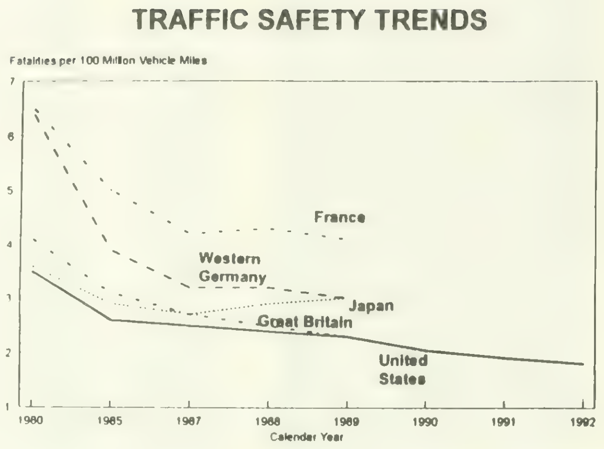
[a] Rate per 100 million vehicle miles traveled.

[b] Rate per 100 million passenger miles traveled.

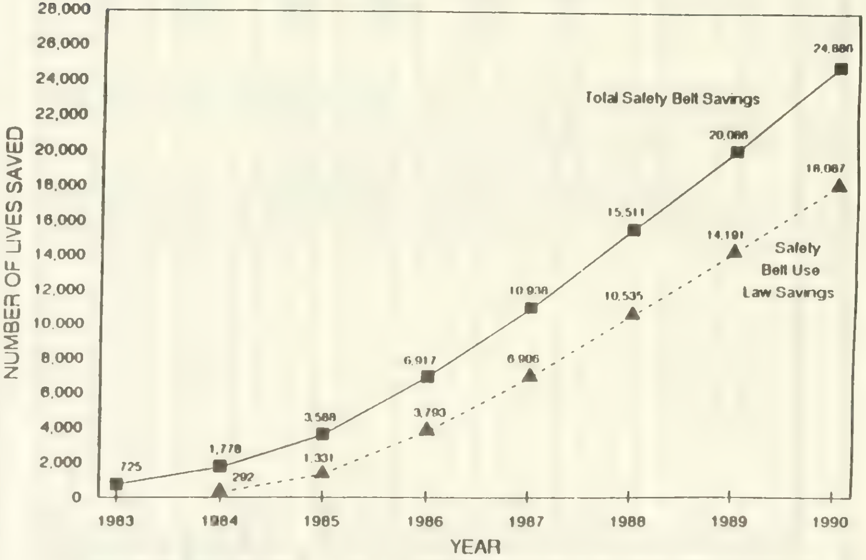
[c] Rate per 100 million passenger car miles traveled.

Sources: Data above the line is from the National Safety Council based on reports showing fatalities occurring within 90 days after accident. Data below the line is from NHTSA based on 30 day accident reports

TABLE 2


TRAFFIC SAFETY TRENDS
Fatalities per 100 Million Vehicle Miles
7
6
5
4
3
2
1
1980
1985
1987
1988
1989
1990
1991
1992
Calendar Year
France
Western Germany
Japan
Great Britain
United States

LIVES SAVED BY SAFETY BELTS AND SAFETY BELT USE LAWS



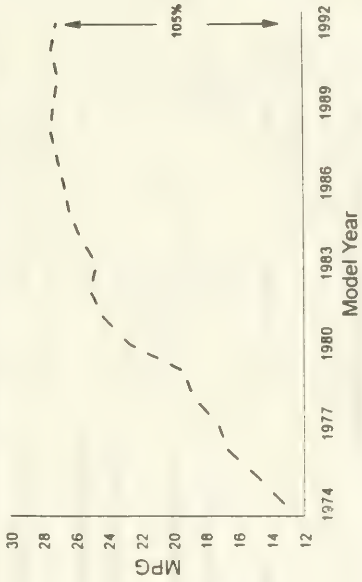
Source: U.S. Department of Transportation, July 1991.

U.S. Passenger Car Factory Installed Equipment
Anti-Lock Brakes, Driver Airbags
Model Years 1988-91

	Anti-Lock Brakes	Driver Airbag	Total Fleet Sales
Model 1991			
Domestics	1,031,432	2,575,299	6,072,255
▸ Big 3	1,007,894	2,524,449	
▸ Transplants	23,538	50,850	
Imports	523,421	622,025	2,103,759
▸ Asian	281,101	407,033	
▸ European	242,320	214,992	
Model 1990			
Domestics	507,457	1,840,489	6,842,733
▸ Big 3	479,819	1,840,489	
▸ Transplants	27,638	—	
Imports	472,906	474,025	2,452,999
▸ Asian	252,414	196,671	
▸ European	220,492	277,244	
Model 1989			
Domestics	279,801	487,029	7,072,816
▸ Big 3	279,801	487,029	
▸ Transplants	—	—	
Imports	339,116	211,993	2,797,134
▸ Asian	132,661	72,702	
▸ European	206,455	139,291	
Model 1988			
Domestics	218,459	75,097	7,526,034
▸ Big 3	216,655	75,097	
▸ Transplants	1,804	—	
Imports	304,816	137,464	3,061,039
▸ Asian	61,462	7,672	
▸ European	243,354	129,792	

Source: Automotive News, Market Data Book - 1989, 1990, 1991, 1992

TABLE 5



DOMESTIC CAR FLEET CAFE

Sales Weighted Combined City/Highway CAFE

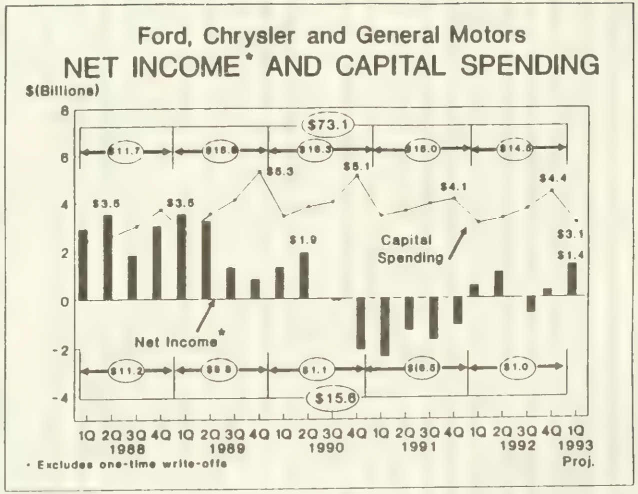
TABLE 6

Passenger Vehicle Occupant Deaths Per 10,000 Registered Vehicles 1-3 Years Old By Year

Cars by Size	1984	1987	1990
Small (wheelbase < 95 in.)	2.8	2.8	2.9
Small (wheelbase 95-99 in.)	2.7	2.3	2.1
Midsize (wheelbase 100-04 in.)	2.5	2.3	2.1
Midsize (wheelbase 105-09 in.)	1.8	1.6	1.4
Large (wheelbase 110-14 in.)	1.7	1.1	1.1
Large (wheelbase > 114 in.)	1.4	1.1	0.7

Source: Insurance Institute for Highway Safety.

Table 7


Ford, Chrysler and General Motors
NET INCOME* AND CAPITAL SPENDING
$(Billions)
8
6
4
2
0
-2
-4
$73.1
$11.7
$15.6
$16.3
$15.0
$14.6
$3.5
$3.5
$5.3
$5.1
$4.1
$4.4
$3.1
$1.9
$1.4
Capital Spending
Net Income*
$11.2
$8.8
$1.1
$6.5
$1.0
$15.6
1Q 2Q 3Q 4Q 1Q 2Q 3Q 4Q 1Q 2Q 3Q 4Q 1Q 2Q 3Q 4Q 1Q 2Q 3Q 4Q 1Q
1988
1989
1990
1991
1992
1993
Proj.
* Excludes one-time write-offs

Mr. CARR. Thank you, Mr. Hanna. Your testimony, on a variety of fronts, I think, is most helpful to the committee.

One of the problems I would like to get your assessment overall about is the responsiveness of the administration and the various regulatory agencies to the problems—just the time and scheduling, money scheduling, laboratory scheduling, regulatory scheduling problems imposed on the automobile makers.

It is one thing to regulate the various aspects of fuel efficiency and emissions and safety, but do you get the feeling that the agencies are being responsive enough to the practical needs of the industry relative to the length of time it requires to phase in some of these changes, the conflicts in design between weight reduction and safety and all of these things?

Can you give us an assessment of how the government is performing in this regard?

Mr. HANNA. You rightly describe a problem that has been very serious for manufacturers in that the requirements often conflict. We have been encouraged with the contacts and discussions that we have had with the current administration. They are, as you know, still making appointments in many of the administrative agencies. So we will see how that works out over a period of time.

It is a matter of great concern to car manufacturers. Even with the best of intentions, they are sometimes constrained by the statute under which they are authorized to work so that they have difficulty in reconciling their efforts with some of the other regulatory agencies.

Mr. CARR. To some extent, they are only responding to what Congress does. The day the clean air bill is on the Floor, that is the only priority. The day fuel efficiency is on the Floor, that is the only priority.

Maybe we as a Congress ought to require that all these things be considered on the same day so at least Members of Congress would understand the tradeoffs that they are imposing, the difficult choices and how much they stress the technology.

Are you satisfied with the way Congress treats the auto industry?

Mr. HANNA. We fully understand and appreciate the important responsibilities that this committee has and the committees of the Congress have. That is not just talking for the record. There are serious public policy issues that have to be addressed, and it is not alleging the tidiest of processes. There are different committees, different houses of Congress, different responsibilities given.

The plea that we would make is that, as you consider legislation, please try to think about what other committees of the body are doing. We run into this with things like compliance with corporate average fuel economy in terms of reconciling them with safety requirements on automobiles for example for side impact requirements being phased in. We are not complaining. We are not here whining about it. But it really imposes a cost on the car-buying public to do regulatory work in a kind of a haphazard way in the sense that all these things are done separately. The plea we would make is that committees of the Congress would give a thought to requirements that are already on the industry when new requirements are imposed.

Mr. Carr. Another area of questioning that I have—and then I will recognize my good friend from Virginia—is the area of need of clinical research, post-accident analysis, a real life situation. One criticism is that NHTSA and perhaps the automobile interface with NHTSA tends to have an engineering bias in terms of safety, tends to try to make safety standards as a result of the biomechanical dummies that are used in crash tests, that not enough is done to learn the way we learn in aircraft accidents, by looking at actual accidents and trying to see what lessons we can learn there that we can't because of a biomechanical dummy, no matter how the fidelity of the biomechanical is to the real life body.

NHTSA takes the point of view, apparently—and we are trying to sort this out; their testimony has some conflicts—if this committee forces money on them for clinical research, they will be glad to spend it. On the other hand, they don't request money for clinical research and propose to close two clinical research efforts that the committee has imposed on them in the past. I am wondering what the automobile manufacturers who do private testing feel about this.

And going a little further, the NTSB, which traditionally has not gotten into automotive crash investigations—although it has jurisdiction—has shown some interest in this area. They have also begun to show an interest with their recent report on youth and alcohol and its impact on driving.

In fact, their report is somewhat in conflict with NHTSA's, at least in the trends. NHTSA testified they didn't see this as a growing problem. And NTSB, looking at data, said it is a growing problem. We don't want to overburden the situation with too many agencies and too many layers of things; but after all, NHTSA's expertise is in post-accident analysis. And I am wondering, would the automotive manufacturers find some of this information useful to fund?

Mr. Hanna. Yes, I think so, as a general matter, without seeing specifics of it. There is more to the crash trauma than just simply the event itself. There are the precursors to that, the causation, the treatment and handling of injured victims after the fact.

We have long argued that we have emphasized too much the mechanical or if not too much at least to the detriment of looking at other things, the mechanical devices on automobiles, where we think we are coming fairly near the point of diminishing returns.

We ought to be looking at what causes accidents and how we can handle the crash situation after the fact. Whether or not the NTSB does analysis of this kind or anybody else does is, I should think, an open question. We would caution that it not be done on an anecdotal basis, that you can reach very wrong conclusions by going out and looking at a single accident or handful of accidents.

It is why for decades we have funded research through academic institutions and private contractors to look at the accident trauma situation in a statistically valid measure. We have had problems over the years of reports being made of a specific accident that could lead you to the wrong conclusions. I would argue that it ought to be done systematically in a way that has some predictive value.

But the whole idea of examining the highway collision, fatality, injury sequence in a more generalized scope, I would say, yes, we would support and be interested in such efforts, Mr. Chairman.

Mr. CARR. Mr. Wolf?

Mr. WOLF. Thank you, Mr. Chairman.

One question. Senator Danforth has introduced the same bill on the Senate side, and I have introduced the same bill on the House side, H.R. 1719.

If you would look at it—we will give you a copy—and comment whether your association would support the bill.

Mr. HANNA. We are familiar, preliminarily, with the bill; and we would be very glad to do that.

Mr. WOLF. A letter either in support or saying you have a concern about it.

Mr. HANNA. We would be glad to do that.

Mr. WOLF. Thank you.

Mr. CARR. Thank you, Mr. Hanna. We appreciate your testimony.

FRIDAY, MAY 7, 1993.

VPSI, INC.

WITNESS

R. JEFFERY HENNING, PRESIDENT AND CHIEF OPERATING OFFICER, VPSI, INC.

Mr. CARR. Our next witness is Jeffery Henning of VPSI, the Chief Operating Officer from Detroit, Michigan.

Your statement will be put in the record. Just yesterday I followed a VPSI van up the ramp down here. We will put the testimony in the record and maybe you could summarize.

Mr. HENNING. Mr. Chairman and Members of the subcommittee, my name is Jeff Henning. I am President of VPSI, Inc., a wholly-owned subsidiary of Chrysler Corporation. I want to thank you for the opportunity to testify. My comments today are taken from written testimony which was provided earlier. I would like to request the written testimony be entered into the record in its entirety.

I have come here today to present an issue which is of great concern of VPSI. The recent availability of federal funding to finance commuter vanpool programs has created publicly operated programs in direct competition with private sector vanpool operators.

VPSI is a private, for-profit company. The company's primary business is operating commuter vanpool programs. In addition, VPSI offers specialized transportation for the elderly and physically-challenged through its paratransit operations.

VPSI now operates programs from twenty-six offices serving over forty major urban areas. The company employs 300 people and owns a fleet of 4,000 vans which accommodate over 25 million passenger-trips annually. VPSI has emerged as one of the largest private providers of ground transportation services in the United States.

A vanpool is a voluntary ridesharing arrangement used for daily work trips between the commuters' homes and work places. The driver is a volunteer from within the commuter group. By spreading all costs between passengers, participants can realize significant savings in commuting to and from work.

Typically, VPSI purchases the vans from local dealerships, insures and maintains the vehicles and has overall administrative responsibility.

VPSI leases vans to volunteer drivers on a month-to-month basis. The volunteer vanpool drivers actually operate the vanpool. If a vanpool group finds that it cannot continue to operate for any reason, the group may return the vehicle to VPSI with 30-days notice. The 30-day return provision is the reason VPSI, as well as other private vanpool operators, are so vulnerable to public competition. Theoretically, in any 30-day period, VPSI could have its entire fleet returned.

VPSI recognizes that in some instances, there may be a role for public sector involvement in vanpooling. VPSI has worked closely with many transit agencies, MPO's and State governments to create programs which serve the specific needs of the region. In some circumstances, public agencies provide funding or financial assistance to offset start-up administrative expenses. Public sector financial assistance should diminish when the fleet size is sufficient to recover all program costs. Our concern arises when, through initiative such as ISTEA, the public sector invests in capital equipment and enters into direct competition with established private sector providers.

The capital equipment in a private vanpool program is the single largest element of passenger fares. The private sector is placed at an economic disadvantage when the capital component is not fully allocated in public vanpool programs.

VPSI stands ready to meet the challenges of increasing demand for vanpool services and possesses the financial capability to meet these demands without public subsidy. But VPSI cannot meet the challenges of competition from the public sector if federal financing is used to subsidy capital and/or operating losses. We do not believe VPSI should enjoy any exclusive rights. However, we also believe, no operator, including VPSI, should be unfairly restricted from establishing new operations or retaining existing operations.

VPSI is opposed to the duplication of commuter vanpooling efforts by public agencies, unless a concerted effort has been made to utilize existing private providers. If public subsidy is deemed absolutely necessary to develop vanpooling in a region, then VPSI endorses the use of "non-exclusive user side subsidies." This method of subsidy is provided directly to individuals, not public agencies, and allows the individual to select service from the public and private providers of different forms of transportation.

By continuing to use the private sector to provide vanpool service and providing any subsidy directly to passengers, several goals are achieved:

The ability of the user to select a vendor of his or her choice, provides incentives for private vanpool companies to offer high quality service and encourages greater private sector investment and competition.

The capital equipment burden is removed from the public and is assumed by the willing and able private sector.

VPSI asks this committee to consider adopting legislative language which precludes public sector investment in commuter vanpool equipment and, instead, encourages the use of private sector marketplace capabilities.

Once again, thank you for this opportunity to testify. VPSI looks forward to working with this committee on transportation programs for years to come.

[The prepared statement of Jeffrey Henning follows:]

Testimony of

VPSI, Inc.

Before the
Subcommittee on Transportation
of the
House of Representative Appropriations
Committee

May 7, 1993

*****

Presented by:

R. Jeffrey Henning
President & Chief Executive Officer
VPSI, Inc.
Troy, Michigan

Mr. Chairman and Members of the Subcommittee, I want to thank you for the opportunity to testify. Let me also thank you Mr. Chairman for your interest and support of our issue. My name is Jeff Henning, President and Chief Executive Officer of VPSI, Inc.

I have come here today to explain a matter on which I believe this committee may not be fully informed. The recent availability of Federal funding to finance commuter vanpool programs has created publicly-operated programs in direct competition with private sector vanpool operators.

For those who are not familiar with the term "commuter vanpooling" let me provide the following description. A commuter vanpool is much like a carpool arrangement, only larger. A vanpool is a voluntary commuter ridesharing arrangement used for daily work trips between the commuters' homes and work places. Drivers are volunteers from within the commuter group. The driver usually receives a free ride to and from work for his/her contributions to the group. The vanpool group shares the entire cost amongst the participants. By spreading the costs between 14 passengers, in a 15-passenger van, participants can realize significant savings in commuting to work.

VPSI recognizes there is an important role for public sector involvement in commuter vanpooling, which is a valuable transportation alternative. Our concern arises when the public sector invests in capital equipment and as a result enters into direct competition with available private sector providers.

VPSI, Inc. is a wholly-owned subsidiary of Chrysler Corporation and has its Home Office in Troy, Michigan. It is a private, for-profit company providing professionally managed transportation services to public and private customers. The Company's primary business is providing and operating commuter vanpool programs. In addition, it offers specialized transportation for the elderly and physically-challenged.

In 1975, Chrysler Corporation's Office of Public Responsibility launched the Chrysler Employee Vanpool Program as a way to conserve fuel and reduce vehicle emissions. Because of the success of the program, in 1977, Chrysler organized a subsidiary company, Van Pool Services, Incorporated, with a mission "to provide innovative transportation services".

One of the first steps of the new company was to extend the benefits of its private sector experience to the public transportation marketplace.

At the request of several public transportation agencies, VPSI developed the foundation for what is commonly referred to as "third-party" vanpooling. The "three-parties" involved are: the funding agencies, VPSI, and the vanpool drivers (acting on behalf of a group of commuters). Through this approach, VPSI purchases the commuter vans from local dealerships, insures and maintains the vehicles and administers the paperwork associated with fleet management responsibilities. Typically, the public agencies provide funding or financial assistance to offset administrative expenses. Public Sector financial assistance usually ceases when the fleet size is sufficient to recover all program costs. VPSI's experience is truly an example of an effective public/private sector partnership.

VPSI now operates commuter transportation programs from twenty-six (26) Customer Service Centers serving over forty (40) major urban areas across the United States. The Company employs approximately 300 people, maintaining a fleet of 4,000 vans, and accommodating over 25 million passenger-trips annually in VPSI-owned vehicles. Because of its comprehensive, professional approach, VPSI has emerged as one of the largest private providers of transportation services in the United States.

The VPSI Commuter Vanpool program is best characterized by its tailored approach to vanpool service provision. VPSI provides commuter vans to Volunteer Drivers for commuting purposes on a month-to-month basis for a fixed monthly service charge. If a vanpool group finds that it cannot continue to vanpool for any reason, the group may return the vehicle to VPSI with 30-days notice.

The thirty-day return provision is the reason VPSI, as well as other private vanpool operators, are so vulnerable to public competition. In any given thirty-day period, VPSI could have 4,000 vehicles returned to its door step. This is the reason I thought it was necessary to testify before this committee today.

VPSI has worked closely with many transit agencies, MPO's and State governments to create programs which serve the specific needs of the region. Examples are detailed in the attachment I have provided and are easily identifiable.

ISTEA has placed special emphasis on alternatives to single occupant vehicle commuting. Many areas of the country have investigated and invested in commuter vanpool programs. Because MPO/Transit Agencies have access to Federal funding for commuter vanpool equipment, some public agencies have elected to establish their own programs in direct competition with private sector vanpool providers. In addition, these public Federally financed systems typically only recover the operating costs of the program through passenger fares. The private sector doesn't have the ability to write-off the capital component of a vanpool program and must include these costs in passenger fares.

The capital equipment in a commuter vanpool program is the single largest expense in the passenger fare computation. Typically, in mass transit, labor is the largest expense, but since vanpool drivers are volunteers, capital equipment is the dominant element in private commuter vanpool fares. The private sector is placed at an economic disadvantage when the capital component is provided free of charge through Federal funding.

VPSI stands ready to meet the challenges of the increasing demand for vanpool services and possesses the financial capability to meet these demands without public subsidy. But VPSI cannot meet the challenges of competition with the public sector which uses the privilege of Federal financing to subsidize capital and/or operating losses. We do not believe that VPSI should enjoy any exclusive rights, or that any operator, including VPSI, should be unfairly restricted from establishing operations. VPSI is opposed to the duplication of any commuter vanpooling effort by taxpayer-financed agencies before a concerted effort has been made to use existing marketplace capabilities.

If public subsidy is deemed absolutely necessary to develop vanpooling in a region, VPSI endorses the use of "Non-Exclusive User Side Subsidies". This method of subsidy utilizes marketplace capabilities instead of creating a single source subsidized system that precludes market competition. Simply stated, vanpool users should receive financial incentives directly, and be allowed to choose their best alternative. By continuing to use the private sector to provide the vanpool service and only subsidizing the passengers who choose to participate three major goals are achieved:

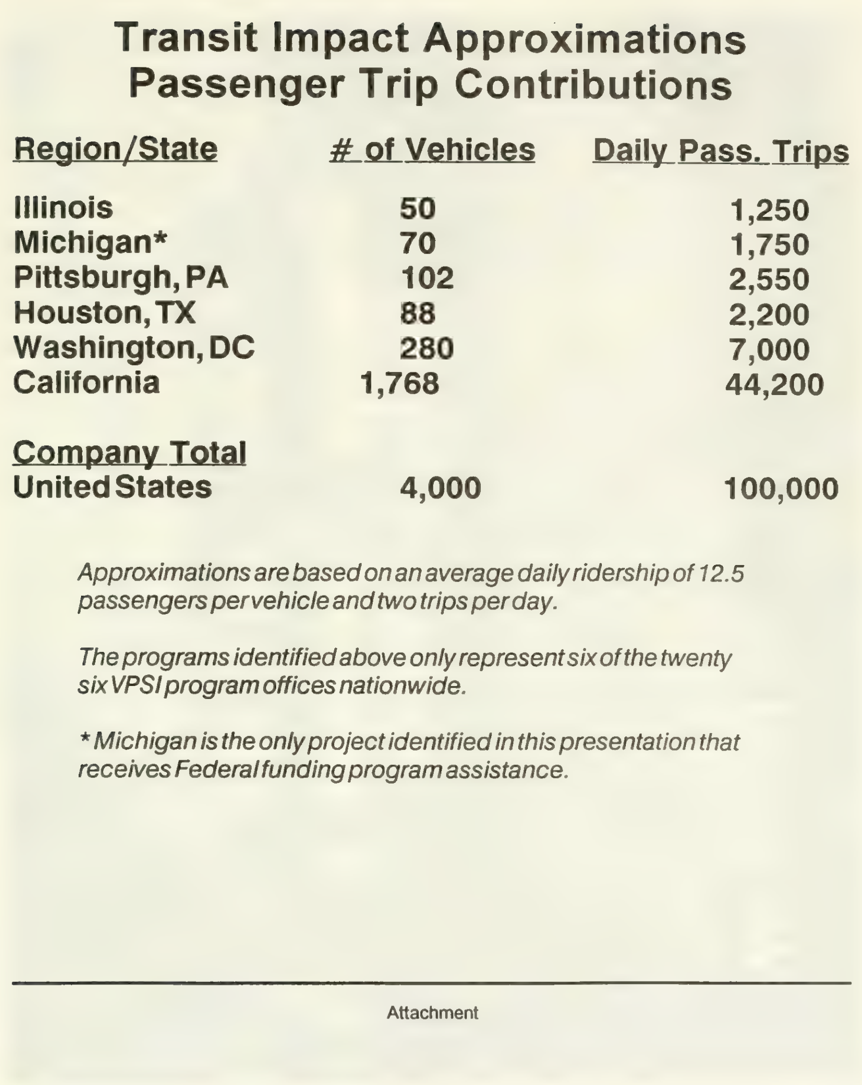
1) The entire benefit of the subsidy goes directly to the user of the system, not an exclusive provider.

2) The ability of the passenger or participant to select a vendor of his or her choice provides incentives for private vanpool service companies to offer high quality service and encourages greater private sector investment.

3) The capital equipment burden is removed from the public and is assumed by the willing and able private sector.

VPSI asks this committee to consider adopting legislative language which precludes public sector investment in commuter vanpool equipment and, instead, encourages the use of private sector marketplace capabilities.

Once again, thank you for this opportunity to testify. VPSI looks forward to working with this Committee on transportation programs for years to come.



Transit Impact Approximations
Passenger Trip Contributions

Region/State	# of Vehicles	Daily Pass. Trips
Illinois	50	1,250
Michigan*	70	1,750
Pittsburgh, PA	102	2,550
Houston, TX	88	2,200
Washington, DC	280	7,000
California	1,768	44,200
Company Total		
United States	4,000	100,000

Approximations are based on an average daily ridership of 12.5 passengers per vehicle and two trips per day.

The programs identified above only represent six of the twenty six VPSI program offices nationwide.

** Michigan is the only project identified in this presentation that receives Federal funding program assistance.*

Attachment

Fifteen years ago, VPSI began providing commuters a better way to travel to and from work each day. Today, VPSI is our nation's largest [illegible]

To learn how VPSI Commuter Vanpools can serve you, call 1-800-Van-Ride.

A Chrysler Company

Mr. CARR. Thank for your testimony Mr. Henning.

The dilemma—I was just trying to talk over here—was that while I personally would agree with you, we have trouble putting legislative language on appropriations bills. We have to be very careful how we approach that particular problem because the authorizing committee has a tendency to get a little excited when we do that.

Mr. HENNING. I understand.

Mr. CARR. That is not that we don't do it, but we do it with caution, care, and, hopefully, with their advice and consent.

So I am wondering, have you testified before the Public Works Committee on this?

Mr. HENNING. No, sir.

Mr. CARR. I would encourage you or your representatives to do so. I would be glad to work with you. We spend a lot of money in a lot of these communities that you are involved in; and it—if we need to get somebody's attention, I think—and you know about it, you can talk to us informally about it—we can maybe make a phone call and see how they are using their Federal dollars and handle it in an informal way. This would really be an invitation through you to anyone in the industry, not just your company. We would treat everyone evenhanded.

But there are a large number—what cities are you thinking about in particular?

Mr. HENNING. Where we are seeing the problem?

Mr. CARR. Yes.

Mr. HENNING. Most specifically in Chicago, PACE, the suburban bus division has set up a program which we consider to be in direct competition.

As opposed to a long list of specific references, we are concerned to get out in front of the issue as we hear increased interest among a good number of people especially in the L.A. area, which is very large.

Mr. CARR. Let's just stay in touch. I think we can help you on the edges on a case-by-case basis and let people know that we don't—where the private sector is able to do something—we don't take kindly to public sector unfair competition.

And then I would just encourage you to try a frontal assault on the rules of the game with the Public Works Committee.

Mr. HENNING. I appreciate your advice. Thank you very much.

FRIDAY, MAY 7, 1993.

HIGHWAY 610 FROM BROOKLYN TO MAPLE GROVE

WITNESS

HON. ROD GRAMS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MINNESOTA

Mr. CARR. Our next witness is Rod Grams.

I had a letter this morning from my good friend Martin Olav Sabo who wanted to be here this morning, but apparently his travel schedule didn't permit it. But he has also sent a letter saying that you are going to be here talking about Highway 610 from Brooklyn to Maple Grove.

Mr. GRAMS. That is correct.

Mr. CARR. And he wanted to have me welcome you to the committee on his behalf as well. So we have your statement and we will put it in the record and in the interest of time, ask that you summarize.

Mr. GRAMS. Thank you, Mr. Chairman, and also at this time I would like to submit letters of support for the record as well, including those from Governor Arnie Carlson of Minnesota, members of the Minnesota Congressional Delegation, State legislators and other local officials. I would like to submit those as well.

I would also like to add that the Minnesota Department of Transportation has indicated that they would provide the 20 percent State matching funding out of the Trunk Highway Fund as well.

Mr. Chairman and members of the subcommittee, I want to thank you again for allowing me the opportunity to appear before you today to present this statement in support of Minnesota's Trunk Highway 610 Crosstown Project. On behalf of the citizens of the Sixth Congressional District of Minnesota and the entire Twin Cities Metropolitan area, I am seeking your support of a $3 million appropriation in fiscal year 1994 for design and engineering work on the third phase of this long-awaited intermodal transportation facility.

This project is designed to provide the citizens of the communities immediately north of Minneapolis, known as the North Metro area, with a four-lane, restricted access intermodal transportation facility serving as an east-west corridor linking I–35W in Mounds View, its eastern terminus, with I–94 in Maple Grove on the west. We have a map showing the relationship of these communities, the two interstates, and the alignment of 610 Crosstown has also been included in Attachment A for you.

The link of the two interstate roadways was first identified as a local priority back in 1970 by the areas's Metropolitan Council Development Guide Report. The local communities have protected the proposed corridor from development since that time by implementing a controlled growth zoning strategy which has been admired throughout the Metro area, because this strategy has resulted in well designed corridors for utilities and major highways, in addition to saving taxpayers millions of dollars in right-of-way acquisition costs.

The project has undergone numerous studies. A major bridge has already been built across the Mississippi River and right-of-way has also been acquired. Most recently, Congress recognized the merit of the 610 Crosstown project in the 1991 Intermodal Surface Transportation Efficiency Act, or ISTEA, by marking $36 million in funding for Phase II of that project.

The funding I request today of the subcommittee is for design and engineering of Phase III, that portion of 610 beginning at Trunk Highway 169 and proceeding west to I–94 in Maple Grove, Minnesota. Approval of this request will help insure the next phase of this project will continue unimpeded and that any future escalation in costs will not be the result of any of the funding delays.

Now, the 860,000 current citizens of the North Metro area will be well served by the completed intermodal transportation facility. At present, more than 70 percent of the labor force in the area commutes to and from their workplace daily, placing significant burdens on the areas's current transportation system. By improving the Crosstown flow of daily traffic between the two north-south interstate systems, a completed 610 Crosstown will help assure the successful long-term economic growth of the area.

As evidence of the high degree of local support of this project, a formal organization has been assembled to insure its completion. The organization has already played an active role in coordinating this project over the past seven years, and a list of the communities and local government units comprising the North Metro Crossing Coalition has also been included for you in Attachment B, because these participating communities and local units of government have been working with the State of Minnesota to provide the local matching dollars that are needed for the project.

Knowing of the subcommittee's interest in ensuring cost-effective utilization of increasingly scarce financial resources available to it, I want to highlight some of the benefits eventual construction of this intermodal transportation facility will bring to the area. These benefits can be categorized as economic and also transportation facility-related.

Among the economic benefits, the 610 Crosstown will become the backbone of economic growth in the State of Minnesota. By virtue of its connecting key sectors of the Twin Cities and St. Cloud metropolitan areas. These two areas and the resulting corridor are the fastest growing in all of Minnesota. The 610 Crosstown project will provide important links and conductivity between employment, marketing and worker concentrations in the North Metro area and the growth already under way in the interregional corridor.

In the transportation facility benefits, in addition to the immediate economic benefits of the project, it will also offer a unique opportunity to utilize a coordinated, flexible network of complementary forms of transportation, moving people and goods in an effective and energy-efficient manner. Because as both ends of 610 Crosstown will intersect major interstate highway systems, they can be designated to function as intermodal hubs over appropriate forms of transportation, in other words, transit highways as well as long-haul truck-local distribution systems already operating at the east end of the corridor.

And in coordinating with I–94 and I–35W, the 610 Crosstown corridor will also provide the stimulus for creation of an integrated surface transportation system featuring express bus, modern light rail and "park and ride" capabilities to connect the North Metro area with downtown Minneapolis and St. Paul. Trucks entering the North Metro area will be able to use 610 Crosstown to avoid more crowded corridors and efficiently deliver their cargoes to the intended destinations and terminals.

The completed project will also incorporate cold weather pavement test sections. The Minnesota Department of Transportation test facility in nearby Monticello has already been developing new pavements to survive not only Minnesota's colder climate, but also provide a safer surface during the winter months. As the project will allow for testing of these new pavements under anticipated future heavy traffic conditions, the information gained will provide Minnesota and other northern States detailed data regarding future use of these service. Also the experimentation in the installation and use of various Intelligent Vehicle Highway System technologies, or IVHS, is also being planned.

Now, these are just a few of the benefits the completion of the 610 Crosstown will provide for the local citizens and which are being designed into this project.

So, Mr. Chairman, this concludes my prepared remarks. Again, I want to thank you and members of the subcommittee for the opportunity to present this statement on behalf of my constituents and the 610 Crosstown project, and I hope that you will agree with me that this is a project which can become a model for other intermodal transportation facilities throughout the United States. So I would also be pleased to respond to any questions that you or your colleagues might have, and again, thank you for the opportunity to be here this morning.

[The prepared statement of the Hon. Grams follows:]

ROD GRAMS
6th District, Minnesota

COMMITTEE ON BANKING,
FINANCE AND URBAN AFFAIRS
Subcommittees:
Housing and Community Development
Financial Institutions Supervision,
Regulation and Insurance
Consumer Credit and Insurance

COMMITTEE ON SCIENCE,
SPACE, AND TECHNOLOGY
Subcommittees:
Energy
Technology, Environment and Aviation

Congress of the United States
House of Representatives
Washington, DC 20515-2306

1713 Longworth Building
Washington, DC 20515-2306
(202) 225-2271

DISTRICT OFFICE
2013 Second Avenue North
Anoka, MN 55303
(612) 427-6921

STATEMENT

OF

THE HONORABLE ROD GRAMS

BEFORE THE

SUBCOMMITTEE ON TRANSPORTATION,

COMMITTEE ON APPROPRIATIONS,

U.S. HOUSE OF REPRESENTATIVES

WASHINGTON, DC

MAY 7, 1993

Mr. Chairman and Members of the Subcommittee:

Thank you for allowing me the opportunity to appear before you today to present this statement in support of Minnesota's Trunk Highway 610 Crosstown project. On behalf of the citizens of the Sixth Congressional District of Minnesota and the entire Twin Cities Metropolitan area, I am seeking your support of a $3 million appropriation in Fiscal Year 1994 for design and engineering work on the third phase of this long-awaited intermodal transportation facility.

This project is designed to provide the citizens of the communities immediately north of Minneapolis, known as the North Metro area, with a four-lane, restricted access intermodal transportation facility serving as an east-west corridor linking I-35W in Mounds View, its eastern terminus, with I-94 in Maple Grove on the west. A map showing the relationships of these communities, the two interstates, and the alignment of TH 610 Crosstown is included as "Attachment A."

The link of the two interstate roadways was first identified as a local priority in 1970 by the area's Metropolitan Council Development Guide Report. The local communities have protected the proposed corridor from development since that time by implementing a controlled-growth zoning strategy which is admired throughout the metro area. This strategy has resulted in well-designed corridors for utilities and major highways, in addition to saving taxpayers millions of dollars in right-of-way acquisition costs. The project has undergone numerous studies, a major bridge has been built across the Mississippi River and right-of-way has been acquired.

Most recently, Congress recognized the merit of the TH 610 Crosstown project in the 1991 Intermodal Surface Transportation Efficiency Act, or ISTEA, by earmarking $36 million in funding for Phase II of the project. The funding request I make of the Subcommittee today is for design and engineering for Phase III, that portion of TH 610 Crosstown beginning at TH 169 and proceeding west to I-94, in Maple Grove, Minnesota. Approval of this request will help ensure the next phase of this project will continue unimpeded and that any future escalation in costs will not be the result of funding delays.

The 860,000 current citizens of the North Metro area will be well-served by the completed intermodal transportation facility. At present, more than 70% of the labor force in the area commutes to and from their workplace daily, placing significant burdens on the area's current transportation system. By improving the crosstown flow of daily traffic between the two north-south interstate systems, a completed TH 610 Crosstown will help assure the successful long-term economic growth of the area.

As evidence of the high degree of local support of this project, a formal organization has been assembled to ensure its completion. The organization has played an active role coordinating this project over the past seven years. A list of the communities and local units of government comprising the North Metro Crossing Coalition is included as "Attachment B." These participating communities and local units of government have been working with the State of Minnesota to provide the local matching dollars needed.

Knowing of the Subcommittee's interest in ensuring cost-effective utilization of the increasingly-scarce financial resources available to it, I want to highlight some of the benefits eventual construction of this intermodal transportation facility will bring to the area. These benefits can be categorized as economic and transportation facility-related.

I. Economic Benefits

The TH 610 Crosstown will become the backbone of economic growth in the State of Minnesota by virtue of its connecting key sectors of the Twin Cities and St. Cloud metropolitan areas. These two areas and the resulting corridor are the fastest growing in all of Minnesota. The TH 610 Crosstown project will provide important links and conductivity between employment, marketing and worker concentrations in the North Metro area and the growth already underway in the interregional corridor.

II. Transportation Facility Benefits

a. In addition to the immediate economic benefits of this project, it also offers a unique opportunity to utilize a coordinated, flexible network of complementary forms of transportation, moving people and goods in an effective and energy-efficient manner. As both ends of TH 610 Crosstown will intersect major interstate highway systems, they can be designated to function as intermodal "hubs" of appropriate forms of transportation (i.e., transit/highway as well as the long-haul truck/local distribution systems already operating at the east end of the corridor).

In coordination with I-94 and I-35W, the TH 610 Crosstown corridor will provide the stimulus for creation of an integrated surface transportation system featuring express bus, modern light rail and "park and ride" capabilities to connect the North Metro area with downtown Minneapolis and St Paul. Trucks entering the North Metro area will be able to use TH 610 Crosstown to avoid more crowded corridors and efficiently deliver their cargoes to the intended destinations and terminals.

b. The completed project will also incorporate cold weather pavement test sections. The Minnesota Department of Transportation (MnDOT) Test Facility, in nearby

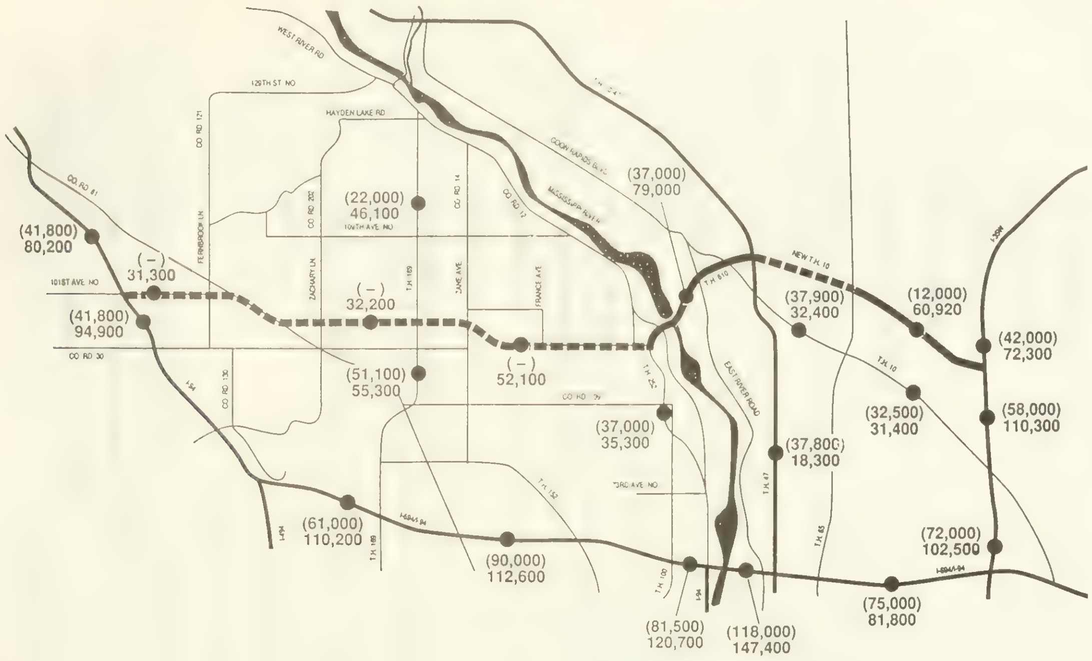
Monticello, has been developing new pavements to survive not only Minnesota's colder climate, but also provide a safer surface during winter months. As the project will allow for testing of these new pavements under anticipated future heavy traffic conditions (52,100 average daily traffic volume), the information gained will provide Minnesota and other northern states detailed data regarding future use of these surfaces.

c. Experimentation in installation and use of various Intelligent Vehicle Highway System (IVHS) technologies is planned.

These are but a few of the benefits completion of the TH 610 Crosstown will provide local citizens and which are being designed into the project.

Mr. Chairman, this concludes my prepared remarks. Again, I wish to thank you and the members of the Subcommittee for the opportunity to present this statement on behalf of my constituents and the TH 610 Crosstown project. I hope you will agree with me that this is a project which can become a model for other intermodal transportation facilities throughout the United States. I will be pleased to respond to any questions you or your colleagues may have.

Attachment A



TRAFFIC VOLUMES

(XX,XXX) 1990 Existing Volumes

XX,XXX 2010 Forecast Volumes

▀▀▀▀ Proposed Roadway

T.H. 610/10

North Metro Crosstown
TRAFFIC VOLUMES

Attachment B

North Metro Crossing Coalition

Member and Participating Communities

(listed alphabetically)

1. Andover
2. Anoka
3. Anoka County
4. Blaine
5. Brooklyn Center
6. Brooklyn Park
7. Champlin
8. Circle Pines
9. Columbia Heights
10. Coon Rapids
11. Crystal
12. Dayton
13. Fridley
14. Ham Lake
15. Hennepin County
16. Maple Grove
17. Minneapolis
18. Mounds View
19. New Brighton
20. New Hope
21. Osseo
22. Ramsey
23. Robbinsdale
24. Spring Lake Park

May 3, 1993

Honorable David Durenberger
154 Russell Senate Office Building
Washington, D.C. 20510

Honorable Martin Sabo
2336 Rayburn House Office Building
Washington, D.C. 20515

Honorable James Oberstar
2366 Rayburn House Office Building
Washington, D.C. 20515

Honorable Rod Grams
1713 Longworth House Office Building
Washington, D.C. 20515

RE: T.H. 610/10 Crosstown

Dear Congressional Delegation:

We, the undersigned Minnesota State Legislator, support the construction and funding of the T.H. 610/10 Crosstown.

The corridor communities and neighboring cities are asking that the third phase, engineering and design costs, be funded through an appropriation from the U.S. Congress.

The reasons that we support this project are:

1. It provides a critical link connecting Interstate 94 and Interstate 35W for the 860,000 people who live in the communities of the North Metro area.
2. The roadway has been identified as a "significant metropolitan facility."
3. The Metropolitan Council supports this project and, in fact, identified the second bridge over the Mississippi River as the highest priority in the Twin City metropolitan area.
4. The roadway will take advantage of existing highways to complete a crosstown link.
5. The corridor communities have identified this transportation project as their highest priority.

Thank you for your assistance.

Sincerely,

Minnesota Legislators

William P Luther

Senator William P. Luther

Lawrence J. Pogemiller

Senator Lawrence J. Pogemiller

Carl W Kroening

Senator Carl W. Kroening

Steven Novak

Senator Steven G. Novak

DON FRANK

Senator Don Frank

Carol Flynn

Senator Carol Flynn

Betty Adkins

Senator Betty A. Adkins

Ember D. Reichgott

Senator Ember D. Reichgott

Gregory Dahl

Senator Gregory L. Dahl

Senator Gene Merriam

Patrick D McGowan

Senator Patrick D. McGowan

Bill Schreiber - 48A

Dee Long - 59A

Pellow

Dick Pellow - 53B

Linda Runbeck

Linda Runbeck - 52A

Teresa Lynch - 50A

Charlie Weaver

Charlie Weaver - 49A

Wayne Simoneau

Wayne Simoneau - 51B

Phil Carruthers

Phil Carruthers - 47B

Linda Scheid - 47A

Ann H. Rest

Ann H. Rest - 46A

Joel Jacobs

Joel Jacobs - 49B

Warren E. Limmer - 48A

Alice Johnson

Alice M. Johnson - 51A

Phil Heir

Phil Heir - 50B

Lyndon R. Carlson - 46B

North Hennepin
Chamber of Commerce
Serving Brooklyn Park, Maple Grove and Osseo

May 3, 1993

Congressman Rod Grams
1713 Longworth House Office Building
Washington, D.C. 20515

Dear Congressman Grams:

The construction of T.H. 610 Crosstown is a project of the highest priority for the North Hennepin Chamber of Commerce.

Our chamber joins the corridor communities and neighboring cities in their pursuit of federal and state funding for this project.

We are asking your support for this project for these reasons:

- The need for an additional north metro east-west transportation corridor has been documented by the Minnesota Department of Transportation, Metropolitan Council, Hennepin and Anoka Counties and northern communities for the past 20 years. The communities involved have funded studies to substantiate the need and design for this project and have reserved the right-of-way corridor for its construction.

- T.H. 610 Crosstown will provide a critical link connecting I-94 and I-35W for the 860,000 people who live in the communities of the north metro area and especially for the 100,000 people comprising the chamber member communities of Brooklyn Park, Maple Grove and Osseo.

- The projected traffic (in year 2010) on T.H. 610 Crosstown is between 20,000 and 60,000 average daily traffic, depending on location. This projection reflects our rapidly growing communities (among the most rapid growth in the metro area) and the residents' need to access jobs, products and services, and the business community's need to move goods throughout the region.

ACCREDITED
CHAMBER OF COMMERCE

8525 Edinbrook Crossing, Suite 1, Brooklyn Park, MN 55443 · (612) 424-6744

. Commercial and industrial development traditionally rely on access to transportation. Our area's need for additional commercial and industrial base is indicated by our current tax capacity which is more than $200 less per capita than the metro average ($547 compared to $758 based on Minnesota Department of Revenue 1990 figures).

. Additionally, this roadway would connect key sectors of the Twin Cities to the St. Cloud metropolitan area, one of the fastest growing economic development regions in the country.

The local communities are seeking funding under the Federal Surface Transportation Act. The following factors make the T.H. 610 Crosstown project unique:

. Its intermodal transportation system focus allows this corridor to take advantage of light rail transit, express bus planning, park and ride, and goods movement.

. It is believed that the timing of this project will allow for experimentation in Intelligent Vehicular Highway System (IVHS) design to control large volumes of traffic during peak hours.

. The project provides the opportunity to blend a solution to transportation needs in conjunction with providing an environmentally safe corridor for a 345 kva power line and a major sanitary sewer trunk line.

. The project would also incorporate cold weather pavement test sections in cooperation with the MNDOT test facility in Monticello.

. The design of this project is expected to include the utilization of storm water runoff to recharge the area's aquifer through the use of sedimentation and detention ponds.

Our chamber is working in conjunction with the North Metro Crossings Coalition and the North Metro Mayors Assn. to advance the promotion of this roadway, and we would be pleased with any assistance you can give us. If I can furnish you with additional information, I would be happy to do so. You may also wish to contact John Johnson, president of the North Metro Crossings Coalition (566-6158) or Joseph Strauss, executive director of the North Metro Mayors Assn. at 493-5115.

Best regards,

Ed Lynde
President

TWINWEST
CHAMBER OF COMMERCE

July 9, 1991

Mr. John Johnson
North Metro Crossing Coalition
8525 Edinbrook Crossing, Suite 5
Brooklyn Park, MN 55433

Dear Mr. Johnson,

The TwinWest Chamber of Commerce which represents the business community in Crystal, Golden Valley, Hopkins, Minnetonka, New Hope, Plymouth and St. Louis Park recently reviewed your organization proposal concerning Highway 610. After appropriate deliberation, we've come to the conclusion that the trunk Highway 610 project, as outlined by your organization, should be completed as soon as possible and deserves state and federal support.

Although the project does not immediately impact the business communities that we represent, we do believe that the project will have a positive transportation and economic development affect on the entire metropolitan area. Our business communities will be positively affected all be it in an indirect way.

We believe your proposal deserves federal support through highway demonstration project funding. We strongly encourage you to continue to pursue your efforts to acquire both state and federal financial assistance.

Again, thank you for all your efforts relating to this important transportation project and we wish you the best of luck in your endeavors.

Sincerely,

Larry

Larry S. Dowell
President

LSD:mg

10550 WAYZATA BOULEVARD ◆ MINNETONKA MINNESOTA 55343 ◆ (612)540-0234
Crystal. Golden Valley. Hopkins. Medicine Lake. Minnetonka. New Hope. Plymouth. St. Louis Park

ANOKA COUNTY CHAMBER of Commerce

July 12, 1991

JUL 15 91

Governor Arne Carlson
State Capitol, Room 130
St. Paul, MN 55155

Dear Governor Carlson:

The Anoka County Chamber of Commerce supports the efforts of the North Metro TH 610/TH 10 Crosstown Council to obtain funding for the development and completion of the TH 610/TH 10 crosstown.

This project will create a positive impact on employment and population growth in the North Metro area. Moreover, the need for such a highway was identified in 1970 in the Regional Metropolitan Planning Organization's Development Guide Report.

There is no question that this highway project would reduce traffic congestion on the heavily traveled I 694 and the existing TH 10. The resulting reduction in congestion would reduce negative environmental impacts in our area.

The Anoka County Chamber of Commerce represents close to six hundred businesses in the northern suburbs. We urge the necessary commitment to back this project with the appropriate level of funding.

Sincerely,

Tom Snell

Tom Snell
Executive Director

TS/mb
cc: John C. Johnson, North Metro Crossing Coalition

1308 Coon Rapids Blvd. • Coon Rapids, Minnesota 55433 • (612) 755-1130

NEW
BRIGHTON
CHAMBER
OF COMMERCE

July 26, 1991

Governor Arne Carlson
State Capitol, Room 130
St. Paul, MN 55155

Dear Governor Carlson,

The Highway 610 Crosstown is much needed on the North side to serve the very large and fast growing population and the growing business community.

Please give your support to finishing the final 11 miles of this project. The need for this project was identified in the Metro. Council's 1970 Development Guide Report. Action is needed now.

Sincerely,

Marlene Hedberg

Marlene Hedberg
Executive Director

MH/kb

2467 - 15th Street N.W., Suite B
New Brighton, MN 55112
(612) 631-1906

Anoka Area Chamber of Commerce
Andover • Anoka • Champlin • Dayton • Ramsey

July 23, 1991

John C. Johnson
President
North Metro Crossing Coalition
8525 Edinbrook Crossing, Ste 5
Brooklyn Park, MN 55433

Dear Mr. Johnson:

The Anoka Area Chamber of Commerce Board of Directors is committed to the completion of the TH 610 Crosstown connecting I-94 and I-35W. The Board of Directors are equally committed to finding sufficient federal and state resources to complete this project. The Board of Directors of the Anoka Area Chamber of Commerce supports the Omnibus Transportation Bill currently being considered by the Minnesota State Legislature, yet we do not support the use of toll financing for construction of the TH 610 Crosstown Project. .

The Anoka Area Chamber of Commerce requests that Secretary of Transporation carry out the second phase of TH 610 Crosstown project consisting of approximately 5 miles in the form of a multi-lane limited access road between State Highway 252 and U.S. Highway 169. Funds requested for the second phase of TH 610 Crosstown are as follows; namely:

FY 1992	$2.75 million
FY 1993	$5.00 million
FY 1994	$35.00 million
Total	$42.75 million

This request is made with the understanding that such funds would be granted beyond the highway entitlement available to the State of Minnesota in the Federal Surface Transportation Bill. Thank you for your consideration.

Sincerely yours,

Pete Turok

Peter Turok
Executive Vice President
Anoka Area Chamber of Commerce

222 East Main Street • Anoka, MN 55303 • (612) 421-7130

FRIDLEY CHAMBER OF COMMERCE

Phone: 571-9781

Fridley Plaza Office Building, Suite 102, 6401 University Ave., N.E., Fridley, Minnesota 55432

July 3, 1991

John C. Johnson
President
North Metro Crossing Coalition
8525 Edinbrook Crossing, Ste 5
Brooklyn Park, MN 55433

Dear Mr. Johnson:

I am writing to give my support for the second phase of Highway 610 Crosstown construction. The transportation benefits from the building of T.H. 610/10 are of importance to us in the North Metro area.

Creating this new east-west corridor would reduce the current traffic congestion on Interstate 694 and the existing T.H. 10 thereby reducing travel time in the growing North Metro area. The 860,00 people who live in the communities of this area would be provided with a critical link between Interstate 94 and Interstate 35W. This project would take advantage of existing highways to complete a crosstown Interstate link in the Twin Cities region.

The city of Fridley and other surrounding communities would benefit from this project by it's ability to link Minnesota's northern and western agricultural and tourism industry with our area. Also, the impact on employment and population growth would be a positive one.

The North Metro area would benefit greatly from the second phase of T.H. 610/10 and we hope it will soon be a reality.

Sincerely,

John T. Schwartz

John Schwartz
Fridley Chamber of Commerce

Columbia Heights
Chamber of Commerce

3989 CENTRAL AVENUE NORTHEAST
SUITE 200
COLUMBIA HEIGHTS, MINNESOTA 55421
(612) 781-7033

July 3, 1991

Governor Arne Carlson
State Capitol, Room #130
St. Paul, Mn. 55155

Dear Governor Carlson:

This letter is being written in support of the completion of the second phase of the Trunk Highway 610 Crosstown Project and for approval of the federal funding necessary to make this project become a reality.

Members of the Columbia Heights Chamber of Commerce recognize the significance of this project and how its completion would positively impact the businesses in the North Metro region. With completion of this 610 project, employment opportunities would increase, population growth would be enhanced, travel time would be reduced and the problems of traffic congestion would be considerably alleviated.

As business owners, members of the Chamber have a vested interest in seeing this worthwhile project funded and completed. As residents, vehicle owners/operators, environmentalists and consumers, to name a few of our areas of interest/participation, our scale of focus is expanded in support of this project.

The projected traffic by the year 2010 is between 20,000 and 60,000 average daily trips. To accommodate this magnitude of vehicular traffic the completion of the TH610 Crosstown Project is vital. The 1990 census reflects tremendous growth in the North Metro communities. To not address increased travel needs which are inherent to population expansion in a timely manner would be imprudent and ultimately less cost effective.

The Columbia Heights Chamber of Commerce membership strongly encourages you to give the TH610 Crosstown Project a high priority.

Thanking you for your kind consideration of these comments, I am,

Sincerely,

Jo-Anne Student

Jo-Anne Student, Executive Secretary
Columbia Heights Chamber of Commerce

/js

Columbia Heights "Gateway to Anoka County"

FRIDAY, MAY 7, 1993.

ORANGE COUNTY, CALIFORNIA, TRANSPORTATION AUTHORITY, (OCTA)

WITNESS

STAN OFTELIE, CHIEF EXECUTIVE OFFICER, OCTA

Mr. CARR. Our next witness is Stan Oftelie, Executive Officer of the Orange County Transportation Authority. Welcome.

Mr. OFTELIE. Thank you, Mr. Chairman.

Mr. CARR. Mr. Oftelie, appreciate seeing you here today.

Mr. OFTELIE. You did very well with the name. I usually accent the second syllable. It is a Norwegian pronunciation.

Mr. Chairman, I have an interesting proposal for you today. I want to talk a little bit about a project in Orange County, California, for an intermodal transportation center built as part of a transitway and fixed guideway program. This program has strong local, regional, State and Federal consensus. We are starting to build around it. It is a $3 billion program.

The key—this portion of it, we will bring to you today a key component of it. It is a portion on the 55 freeway and the 405 freeway. It is direct connectors. That portion of this plan is the second rated project by FTA in their section 3(j) report. Because of the favorable overall approach, we think we have some new ways to look at it and some positive things to bring to you. Specifically, we are talking about a program that already has $1.7 billion in local funds committed to it, $979 million in highway funds.

We are asking you today to take a look at $318 million in Federal funds over a five-year period. The key component of this that we think makes it unusual is we are also looking at an intermodal center in the area around Disneyland and Anaheim, which we think can tie together an entire system. We have been looking at building and planning it for a number of years. The projects are: To use an intermodal center that will have parking revenues generated from it, a publicly owned facility with the parking revenues used to benefit the operations of a rubber tire transit system built on express buses and car pools throughout the central part of Orange County.

We have been reviewing your investment criteria. We found it very beneficial and helpful to us. It is useful in helping us examine this program. We think it gives it an extra boost. Although I am not sure we can comply with all the data and all the requests in a complete fashion, we are quite excited to be able to provide this information.

We appreciate and we commend you for your leadership in developing it. We think this levels the playing field quite a bit.

Mr. Chairman, I would be pleased to respond to any questions you may have on this project. We provided you with the detailed report on what it is, maps of the area, and a description of different elements of the program.

[The prepared statement of Stan Oftelie follows:]

OCTA

ORANGE COUNTY TRANSITWAY SYSTEM

A Request for Appropriation for a Fixed Guideway New Start in Orange County, California

Presented to the Transportation Subcommittee
of the House Appropriations Committee
Hearing of May 7, 1993

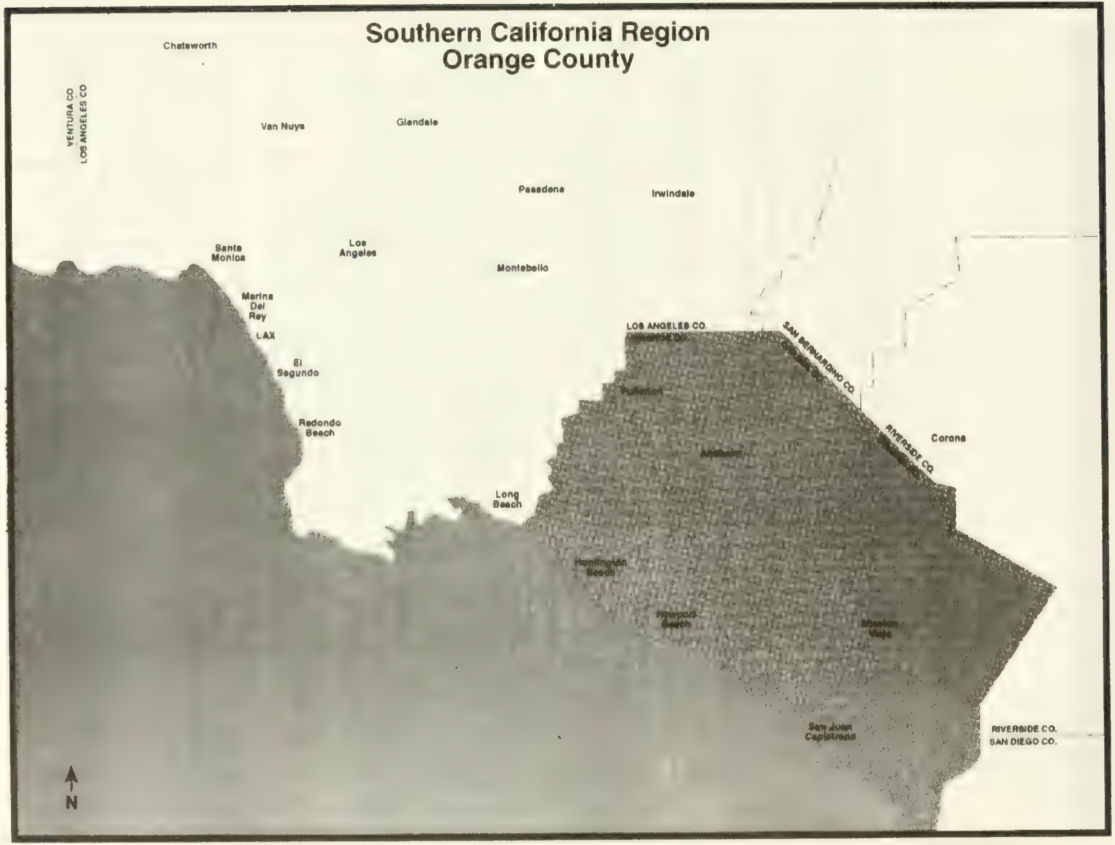
Orange County Transportation Authority
1055 North Main Street, Suite 516
Santa Ana, California 92701
(714) 571-5800

ORANGE COUNTY TRANSITWAY SYSTEM

ORANGE COUNTY

Orange County, California is a new urban area that has emerged full force in recent decades. Population has shot up to 2.5 million people, which is one out of every 100 United States residents Orange County has become ethnically diverse, with large increases in Latino and Asian populations recorded in the 1990 census Density in some cities exceeds 10,000 people per square mile, higher than Washington, D.C. or Miami.

Orange County has become a job magnet. Employment has grown to 1.2 million persons. Unlike earlier times, more people commute from Los Angeles County and other adjacent counties to jobs within Orange County every day than head out the other direction. About 85 percent of workers do their commuting within the county, to emerging urban centers. Concentrations of high rise buildings are found at various urban centers within Orange County. An urbanized area of national stature, Orange County is not as well known as it might be because it is a collection of recently large cities, without one dominant, old name city.



Southern California Region
Orange County

ORANGE COUNTY TRANSITWAY SYSTEM

ORANGE COUNTY TRANSPORTATION

Primary responsibility for looking after Orange County's transportation needs has been vested in the Orange County Transportation Authority, a consolidated highway and transit planning, financing and operating agency. The OCTA governing board is comprised of representatives for the 31 cities and the County Board of Supervisors. The OCTA coordinates federal and state transportation funding, levies and dispenses a countywide 1/2 cent sales tax, works closely with the State Department of Transportation (Caltrans) and with regional metropolitan planning and air quality agencies, operates public transit buses countywide, and participates with neighboring county transportation agencies in commuter rail development and operation.

Ten years ago, predecessor agencies to OCTA planned and embarked upon a program to provide an integrated, multimodal transportation program to address mobility and clean air. Ever since, the plan has been unfolding. Many new and expanded routes and facilities are open and highway construction projects abound. On OCTA's part alone, more than $215 million of local money has been spent in the recent past, and another $2.1 billion is dedicated to future transportation improvements. Private development has paid for freeway interchanges and is pioneering, for this century, the first West Coast privately-funded toll roads.

The State of California also has invested in Orange County with a massive program to rebuild the now-outdated Interstate 5 to as wide as 12 lanes, and to construct an interconnected, 108-mile high-occupancy-vehicle (HOV) carpool lane network that is second to none. Already, 55 miles of HOV lanes are operating.

To date, there has been almost no federal investment in Orange County transportation capital projects, except formula-based funds for bus purchase. The time has come for for Orange County to request a federal appropriation for the Orange County Transitway project described on the following pages.

ORANGE COUNTY TRANSITWAY SYSTEM

TRANSITWAY/HOV NETWORK

A tremendous financial investment has been made during the past 10 years by the Orange County Transportation Authority (OCTA) to improve existing freeways, and thereby relieve congestion and improve mobility and air quality. That investment will continue at an accelerated pace for the next ten years.

The preponderance of the funds spent to date and programmed to be spent in future years are for a transitway/HOV (high-occupancy-vehicle lanes) network. Some funds are for additional multiple-purpose lanes on Interstate 5, a freeway that is now 40 years old. Federal formula highway funds, state transportation funds and voter-approved local sales taxes have been heavily committed to these projects. Dedicated local sales tax funds alone will exceed $1.4 billion.

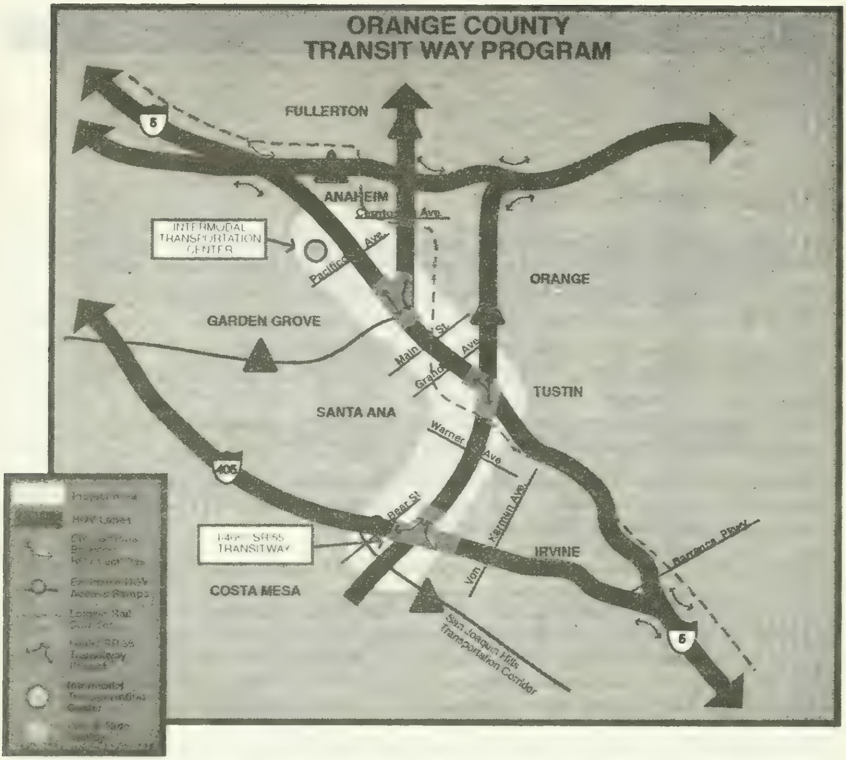
To date, 55 miles of the transitway/HOV network is operational on Orange County freeways. This is more miles than in any other county in the State of California. An additional 53 miles are under construction and planned for construction in the coming years.

Transitway/HOV lanes provide a special travel lane outside of congested general purpose lanes for multi-occupant vehicles such as carpools, vanpools and buses. At freeway interchanges, they provide for easy flow from one freeway to another without the vehicle having to enter or cross over multiple purpose lanes. The transitway/HOV network makes ridesharing and commuter buses a viable commute alternative to the single-occupant vehicle by facilitating quicker travel. Because transitways encourage people to rideshare and use bus service, they will help Orange County's efforts to achieve federal vehicle miles traveled (VMT) reduction targets necessary to meet air quality requirements.

Transitways and HOV lanes are recognized in the United States Clean Air Act as being beneficial to air quality and are included in the state-approved South Coast Air Quality Management Plan as a transportation control measure. Of particular significance is the fact that Orange County can be penalized for failing to develop the transitway/HOV network it has planned because the region's air quality conformity depends on these projects being expeditiously implemented

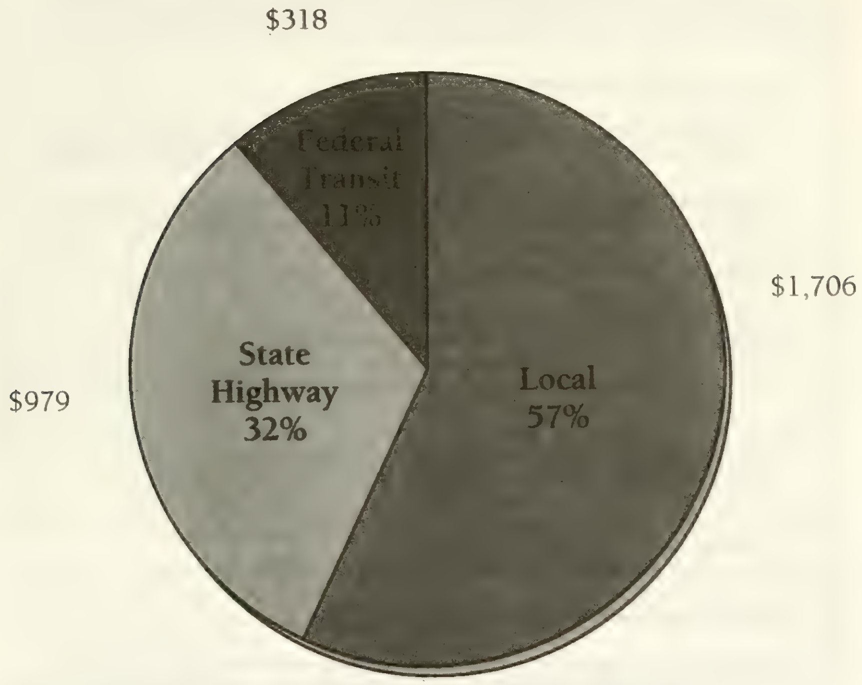
The transitway portion of the network is barrier-separated and includes elevated structures. The $483 million central portion, connecting the I-5 with both the SR 57 and the SR 55, is currently under construction. An extension through the SR 57 and SR 91 interchange is planned for groundbreaking in 1996. Still unfunded is another transitway extension to connect I-405 and SR 55, two of the heaviest traveled freeways in the county, serving major activity centers.

Ground will be broken later this year on an accelerated project to provide direct HOV lane connections between I-405 and I-5 at the El Toro Y in southern Orange County. This is a like project, but is not considered part of the central county transitway.


ORANGE COUNTY
TRANSIT WAY PROGRAM
5
FULLERTON
ANAHEIM
Cerritos Ave
INTERMODAL TRANSPORTATION CENTER
Pacifico Ave
ORANGE
GARDEN GROVE
Main St.
Grand Ave
TUSTIN
SANTA ANA
Warner Ave
405
Bear St
Karman Ave
I-405 SR-55 TRANSITWAY
IRVINE
Von
Barranca Pkwy
COSTA MESA
San Joaquin Hills Transportation Corridor
5
HOV Lanes
Access Ramps
Intermodal Transportation Center

TRANSITWAY/HOV SYSTEM

Expenditures for Capital Infrastructure Improvements
1985–2002
(in millions of dollars)



Total $3 billion

ORANGE COUNTY TRANSITWAY SYSTEM

APPROPRIATIONS REQUEST

Orange County Transportation Authority (OCTA) is seeking a four-year federal appropriation of $318 million to augment its transitway development program. The request for Fiscal Year 1993-94 is for $72 million. The appropriation is sought under the fixed guideway new start provisions of Section 3 of the Federal Transit Act.

The funding would be for two essential extensions — one anchoring the south end and one at the north end — of the central transitway project within the countywide HOV lane network. Both projects would be developed in conjunction with the State of California and other local parties.

The two portions of the Orange County transitway project are:

1) A transitway connector in Costa Mesa and Irvine joining HOV lanes of Interstate 405 and State Route 55, plus ramps to city streets — total, four-year federal request $187 million

2) A park-and-ride, bus and rail intermodal transportation center in Anaheim accessed by direct HOV lane ramps from Interstate 5 — total, four-year federal request $131 million.

The FY-94 request for this joint project is:

- $12M — design of 405/55 transitway connector
- $60M — design and initial construction of intermodal center

The FY-94 request anticipates additional appropriation requests in subsequent fiscal years of

FY-95
- $15M — right-of-way for 405/55 connector
- $71M — construction of intermodal center

FY-96
- $91M - construction of 405/55 connector

FY-97
- $69M - construction of 405/55 connector

The Orange County transitway project was not earmarked in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The readiness status, economics and transportation benefits of the two portions of the project are described on the following pages

ORANGE COUNTY TRANSITWAY SYSTEM

I-405/SR 55 TRANSITWAY CONNECTOR

Orange County Transportation Authority (OCTA) soon will be submitting to the Federal Transit Administration for certification an alternatives analysis, initial study and environmental assessment of a transitway project that joins existing HOV lanes on I-405 and SR 55. This federal criterion document is being circulated for final public comment.

Proceeding next into the design phase, the transitway connector project will be ready to start construction of flyovers of the interchange and drop ramps/connectors with street crossings, beginning in 1995. At this location, the I-405 and SR 55 carry 275,000 and 215,000 cars per day respectively.

In the immediate vicinity of the project are John Wayne Airport, which is the nation's fifth busiest airport; South Coast Plaza shopping center, which every year leads the nation in retail sales; Irvine Business Center, housing more than 2,500 companies with 114,000 employees, and Orange County Performing Arts Center, the county's cultural center.

It is estimated that by the year 2010 the transitway system of which this is a part will be carrying about 150,000 person trips a day, 50,000 of those riders in express buses, and 100,000 in carpools and vanpools. Based upon estimated costs and projected use, the anticipated cost per new rider is $4 42 That was reported by FTA in last year's Section 3(j) Report as second lowest in the nation among 18 pending federal "new start" projects in the same early stage of development.

The OCTA proposal for financing the I-405/SR 55 project is to request 75 percent federal funding to be matched with 25 percent local monies. The estimated cost is $249 million for design, right-of-way and construction. The requested federal share is $187 million.

OCTA is in a strong position to provide the local match. Earmarked for expenditure from its Measure M 1/2 cent local sales tax is $125 million for the transitway program, specifically including this project. While a 20-year sales tax, voted in 1990, issuance of $590 million of Measure M-backed bonds has increased the ability to spend on an accelerated schedule. OCTA also would seek funding from the cities of Irvine and Costa Mesa for overpass connectors that are part of the project

Already, the $483 million core transitway project, funded with highway dollars, is under construction in central Orange County in conjunction with the widening of I-5 and reconstruction of the interchanges of I-5/SR 55 and I-5/SR 22/SR 57. The latter, known as the Orange Crush interchange, is one of the nation's 10 busiest.

Opening of the central transitway in 1996 is expected to give momentum to express bus routes that are dependent upon time savings to attract riders. The 405/55 project is an extension of the central transitway, enabling continuous freeway-to-freeway HOV lane bus service. Barrier-separated, the transitway also increases safety for buses and other high occupancy vehicles. Direct access ramps and exclusive connections make unnecessary the weaving across congested general travel lanes otherwise necessary to enter and exit the HOV lanes.

Additionally, the first state-approved, private enterprise, combination toll and HOV lanes will be built starting this year on State Route 91 in Orange County at a cost of $100 million, all private money This is an experiment in pricing mechanisms and automatic vehicle identification (AVI) technology.

To date, the HOVs and transitway have been financed with highway funding to provide highway congestion relief and ridesharing incentive. Now that the network is taking shape, with transitway and HOV ties between freeways, it is timely to focus on the next stage of the transitway as a busway and to think of system tie-ins by intermodal connections and facilities. This evolution to an intermodal system for Orange County is the reason OCTA is now seeking federal transit funding

ORANGE COUNTY TRANSITWAY SYSTEM

INTERMODAL TRANSPORTATION CENTER

Recently, Orange County Transportation Authority (OCTA) has recognized an opportunity to meet regional transit needs by putting together park-and-ride, high occupancy vehicle (HOV), bus and rail activities in an intermodal center and to generate continuing, long term revenues for public transportation. Federal participation is needed to help fund the intermodal center, and, as part of a related financing agreement, to put OCTA or another public agency in a position to own an affiliated public parking structure with an annual revenue generation that is privately guaranteed.

The public intermodal facility, standing alone, supports the Orange County transitway system and allied transit development. The concomitant parking revenue — preliminarily estimated at $7 million to $9 million — is a boon to providing for future local public transportation needs

This is a financing arrangement of mutual benefit developed from multiple interests. OCTA and the State of California (Caltrans) are currently acquiring right-of-way and are preparing engineering design for the environmentally-cleared I-5 widening and HOV lane additions nearby the project. The City of Anaheim and State of California Trade and Commerce Agency through various land use, tax and financial incentives are encouraging plans of Walt Disney Company to develop a $3 billion Westcot resort project adjacent to Disneyland. This is in conjunction with expansion of one of the West Coast's largest convention centers and other development. A three-party agreement is being signed among Caltrans, Anaheim and OCTA to provide for $50 million HOV ramp access direct to streets next to the Westcot parking locations.

With all the planned development, generating great numbers of additional trips, OCTA entered into discussions of how to plan and manage most effectively transit systems in the area. This is a prime location for an intermodal center. OCTA already had slated for the vicinity a park-and-ride facility, will need to provide shuttle bus service to commuter rail arrivals from nearby stations in Fullerton and Anaheim, and is studying a 21st Century urban rail line likely to pass through the area. Federal involvement in the intermodal center and public ownership of the joint-development parking facility to generate transportation revenues came from the financing discussions.

This appropriation request is for the public intermodal portion of the facility. It is designed to be built in conjunction with the parking structure that is part of the overall Westcot environmental document currently receiving review by the City of Anaheim. Analysis of the intermodal center project will be included as a supplemental document to the alternatives analysis and environmental impact assessment currently being readied for the I-405/SR 55 transitway connector project.

ORANGE COUNTY TRANSITWAY SYSTEM

Plans for the intermodal center include a transit terminal and transfer center, bus driver rest area and other transit uses on the ground floor. A total of 4,200 public park-and-ride spaces for commuters and transit riders, differentiated from those for Westcot guests, would be among the 12,000 public parking spaces planned for the seven-story parking structure.

It is planned that the facility will house a state-of-the-art traffic control and operations center for managing the flow of traffic in the surrounding area. The City of Anaheim already has secured federal funding under the Intelligent Vehicle Highway System (IVHS) program for traffic mangagement improvements in the area.

Projected transit ridership and other cost effectiveness factors in connection with the intermodal center currently are being developed and shortly will be ready to support the appropriation request. Preliminarily, the Disney environmental document estimates 88 percent of trips arriving at Westcot or Disneyland will be carpool, tour bus, shuttle or public bus trips.

OCTA

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May 3, 1993

Honorable Bob Carr
Chairman, Transportation Subcommittee
House Committee on Appropriations
2358 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Carr and Committee:

The materials accompanying this letter comprise our application for a FY '94 Section 3 new start project under the Federal Transit Act. We are scheduled to testify on behalf of our request before the Subcommittee on May 7. We greatly appreciate the opportunity to do so.

Orange County Transportation Authority's application is for $72 million. We propose that be followed by additional appropriations the three subsequent years for $86 million, $91 million and $69 million, for a total of $318 million. This is to fund two portions of our Orange County transitway system: 1) a transitway connector of Interstate 405 and State Route 55 high occupancy vehicle lanes, and 2) a park-and-ride, bus and rail intermodal center next to Interstate 5 in Anaheim.

This transitway project is not earmarked in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Over the years, our OCTA Board of Directors policy position has consistently been to support annual competitive project selection by Appropriations Committees. We have followed the process of obtaining Federal Transit Administration recommendation for our 405/55 transitway extension as a fixed guideway new start project -- highly ranked, based on cost effectiveness criteria.

We also are responding to recent, fast developing plans for major development in the Anaheim area, including Walt Disney Company plans for Westcot at Disneyland. As partners with the State of California, we see a golden opportunity to fully integrate transportation modes at one location and create ongoing revenues for public transportation. With federal participation in funding of a bus, rail, and park-and-ride intermodal center, and full public ownership locally of a joint-use development, operating profits from private use parking can be put to public transit use.

Orange County Transportation Authority
1055 North Main Street / Suite 516 / Santa Ana / California 92701-3627 / (714) 571-5800 / Fax (714) 571-5843

We are pleased to present this application and are committed to following up with data and detailed information on financing and revenues of the intermodal center, transportation benefits of both the center and the transitway connector, and responses to any questions or requirements that the Subcommittee may have. I am confident that we will show to your satisfaction that the Orange County transitway project is one of the best values for public money to come before the Subcommittee and worthy of inclusion in your FY '94 appropriation recommendation to the House Committee.

Sincerely,

Gary L. Hausdorfer
Chairman, Orange County Transportation Authority

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY

PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
2501 PULLMAN STREET
SANTA ANA, CA 92705

May 3, 1993

Mr. Stan Oftelie
Executive Director
Orange Co. Transp. Authority
1055 No. Main St., Ste. 516
Santa Ana, CA 92701

Dear Mr. Oftelie:

The Orange County Transportation Authority (OCTA) is requesting Federal Transit Act Section 3 New Start Funding for the Orange County program including the 55/405 transitway project, an intermodal center, and Park-N-Ride facilities. This project, which has been developed through a cooperative planning effort with Caltrans and local agencies, has our full support.

The project is an integral part of a comprehensive transitway/HOV system that serves Orange County as well as the Southern California regional area. This project will link the existing HOV lanes on I-405, Routes 55 and 57 with the transitway/HOV lanes currently under construction on I-5. The intermodal center will accommodate express and connector busses and bring together busses and rail. We are redesigning the I-5 project to include direct HOV access to the intermodal center site.

The transitway/HOV system is an important part of a new generation transportation system currently under construction. The system includes direct HOV connectors at freeway interchanges, drop ramps for easy entrance and exit from HOV lanes, changeable message signs, highway advisory radio, closed circuit TV and traffic monitoring devices linked into a traffic management center operated by Caltrans and the California Highway Patrol. There are also two IVHS test beds underway to gain information for incorporation into the system.

Mr. Stan Oftelie
Page 2
May 3, 1993

The funding for the total transportation system in Orange County is unique. The proposed funding includes local tax revenue, State and Federal revenues, public toll roads revenue and private revenue from a privatization project sponsored by Caltrans.

The 55/I-405 transitway project, including express busses and Park-N-Ride facilities, is one of the key remaining projects that needs to be completed on the transitway/HOV system in Orange County.

Sincerely,

Russell O Lightley

For JAMES W. VAN LOBEN SELS
Director of Transportation

THE HONORABLE CITY COUNCIL
TOM DALY, Mayor
BOB D. SIMPSON, Mayor Pro Tem
IRV PICKLER, Council Member
FRED HUNTER, Council Member
FRANK FELDHAUS, Council Member

CITY OF ANAHEIM, CALIFORNIA 92803

May 6, 1993

Honorable Bob Carr, Chairman
Transportation Subcommittee
Committee on Appropriations
2358 Rayburn House Office Building
U.S. House of Representatives
Washington, D.C. 20515

Dear Chairman Carr:

The Orange County Transportation Authority's proposal to enhance our rubber-tired transitway system by expanding high occupancy vehicle systems on Interstate highways and building a major Intermodal Transportation Center in Anaheim is an excellent plan. By assisting in the battle against traffic congestion, it will help improve the economy in Orange County, California. The City of Anaheim enthusiastically supports this proposal.

The OCTA's proposal for a Section 3 grant will complement the tremendous financial investment made by local government in the past ten years and will significantly enhance the state-of-the-art transitway program being developed here. More than 55 miles of transitway and high occupancy vehicle lanes have been built in Orange County. Hundreds of millions of state and local funds are committed to expanding the transitway and high occupancy vehicle lane program.

A key component of the Orange County transit strategy is a centrally-located intermodal center to link commuter and express buses with the expanding high occupancy vehicle and transitway program. Anaheim is the projected site for this publicly-owned intermodal center. We support the concept of a public facility with a dual use -- parking for employment and entertainment and parking for the intermodal center and allied transit uses, including:

Commuter express and regional bus operations

Metrolink and Amtrak services

Airport bus and shuttle connections

Potentially, for Orange County, urban rail

200 South Anaheim Boulevard P.O. Box 3222, (714) 254-5166

Revenues from the intermodal center would be available to finance transportation improvements. This will provide stable operating revenue for express bus service and allow a well-paced, reasonable expansion of transit services in the sixth largest county in the United States.

Mr. Chairman, Anaheim strongly supports the Orange County Transportation Authority's request for federal assistance to make these needed transportation facilities a reality. We urge you to look favorably at Orange County's well-considered and technically sound transportation program.

Sincerely,

Tom Daly

Tom Daly
Mayor

c: City Council
City Manager
Chair, Orange County Transportation Authority

HARRIETT M. WIEDER
CHAIRMAN OF THE BOARD OF SUPERVISORS
SUPERVISOR, SECOND DISTRICT

ORANGE COUNTY HALL OF ADMINISTRATION
10 CIVIC CENTER PLAZA, P. O. BOX 687, SANTA ANA, CALIFORNIA 92702
PHONE: (714) 834-3220 · FAX (714) 834-6109

May 3, 1993

The Honorable Bob Carr
Chairman
Transportation Subcommittee
Committee on Appropriations
2358 Rayburn House Office Building
U.S. House of representatives
Washington, D. C. 20515

Dear Congressman Carr:

As Chairman of the Orange County Board of Supervisors, I am writing in support of the Orange County Transportation Authority's request to build an intermodal transportation center in the Anaheim area and to build special access connectors at the interchange of State Route 55 (the Costa Mesa freeway) and Interstate 405 (the San Diego freeway).

The OCTA request will provide transportation benefits to all of Orange County by building on local efforts to improve our transportation network. The key element of the OCTA transitway plan -- to operate express buses and car-pools on a countywide system -- will be significantly enhanced by allowing parking revenues from the intermodal facility to operate a fleet of rubber-tired express buses. This innovative approach will provide increased mobility for commuters and for the transit dependent.

Thank you, in advance, for your careful consideration of Orange County's proposal. I believe you will find it well-prepared, well-considered, and well-developed. It will be a model program for transitways and for the creative use of rubber-tired transit.

Sincerely,

Harriett Wieder

HARRIETT M. WIEDER
Chairman of the Board
Supervisor, Second District

HMW:atc

cc: Board of Supervisors

STA MESA · CYPRESS · GARDEN GROVE · HUNTINGTON BEACH · LOS ALAMITOS · ROSSMOOR · SANTA ANA · SEAL BEACH · STANTON · SUNSET BEACH

Mr. Carr. I appreciate your coming and submitting formal testimony. I might say for the record that I have been privileged to have a private briefing on this so I guess most of my questions have been answered. How much are you asking for this year?

Mr. Oftelie. $72 million.

Mr. Carr. How much of this is—can you break that 72 out?

Mr. Oftelie. $10 million I believe is for the portion of the 55–405 transitway directed to ramps; $62 million would go to the intermodal center.

Mr. Carr. I think you have copies of that——

Mr. Oftelie. Yes, sir.

Mr. Carr [continuing]. Investment criteria and I understand you have some people working on supplying the data that we need. We have been hearing about I–5 for a long, long time here. I hope someday I actually see what it looks like. It is hard to imagine just looking at charts and maps and numbers what drivers actually face on that—the very congested corridor, and I think the committee is interested in trying to help you out if you have the investment criteria.

It seems, as a threshold matter—I am not prejudiced in what we decide—but it seems as a threshold matter, given the number of trips through that area, that this is something worth the committee's serious attention.

Mr. Wolf.

Mr. Wolf. Thanks, Mr. Chairman. Just one question, what is the match? What would be the Federal-State match?

Mr. Oftelie. We would ask the Federal Government to pay about 11 percent of the overall program and about 89 percent would come from local and State funds.

Mr. Wolf. Thank you very much.

Mr. Carr. That is a very favorable match situation. It is a very favorable match situation.

I want to say something for the report because I know—I am cognizant of some things that have appeared out in the local newspaper out there and I don't know that there is anybody out there reporting here today, but if we take an interest in this, it is because there is a real need in the area, and I think I made that clear to you in our—when we had our private—when you gave me the private briefing.

This is a very densely populated area. Personally, I have indicated that while transitways and HOV lanes and the connectors are things that I think this committee ought to be interested in, I would personally recommend a go-slow approach to any light rail. I know you have some long-range plans for light rail and I want to applaud you for including those in the planning and not requesting that as part of the near-term solution. It seems to me you have been very prudent in saying you want to build mass transit ridership in the corridor. You seem to be interested in moving the mobility of people from where they are to where they need to be and not being overly concerned about what mode they get there on.

I wish there were—frankly, there were more areas in the country that had that sensitivity. We have an enormous number of people who immediately want to run to the light rail alternative because they think that is a—that adds prestige and it adds something to their community and their alternative analysis is a little bit weak, and I think you get very high marks for that.

It is also, given that you have such density there and mobility problems that you are trying to solve on an incremental basis, I think that is something that will probably stand up very well as we analyze it against the criteria.

I guess my bottom line is that this probably is something, if it goes, it is probably something that goes without regard to the plans of the Walt Disney Corporation, at least it is from the perspective of this Member.

Mr. OFTELIE. We are stepping over a transportation project, not a development project.

Mr. CARR. However, the Disney Corporation has apparently made some plans for its own future development in that area known to you and it would seem that it would be prudent for any public authority to take into account major traffic generators and additional burdens that that imposes on an already burdened system. So—and they are a fact of life in this area right now. I just wanted to make it very clear for the record that this is not a Disney project. This is a mobility project along the I–5 corridor that will recognize the unique burdens and benefits that the Disney Corporation has in this area and certainly I wanted to help you tell some people back home that Disney is almost immaterial to whether we do this or not.

Mr. OFTELIE. Thank you, sir. Appreciate that.

Mr. CARR. Mr. Wolf.

Mr. WOLF. I have nothing.

Mr. OFTELIE. Thank you very much.

Mr. CARR. Thank you.

FRIDAY, MAY 7, 1993.

WITNESSES

HON. EARL F. HILLIARD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA

MAYOR STEVEN MEANS, OF GADSDEN, ALABAMA

MAYOR RICHARD ARRINGTON, OF BIRMINGHAM, ALABAMA

JOHN KATOPODIS

Mr. CARR. Our next witness is our good friend and colleague, Earl Hilliard from Alabama. You want to come up here and introduce your guests for us.

Mr. HILLIARD. Yes, Mr. Chairman.

Mr. CARR. We welcome you to the committee and the people you are about to introduce.

Mr. HILLIARD. Thank you very much, Mr. Chairman and members of the committee.

It is both an honor and a privilege for me to introduce two of the finest leaders in the State of Alabama and in the Southeast, the Honorable Richard Arrington, Jr., mayor of the city of Birmingham, Alabama, and the Honorable Steve Means, mayor of Gadsden, Alabama. Both of these men have earned the respect of their colleagues statewide and have fantastic public support in their respective communities.

Mayor Arrington is currently serving in his fourth term as head of Alabama's largest metropolitan city which is strategically located between several key cities in the Southeast. Mayor Means has served four consecutive terms as mayor of Gadsden. Gadsden is one of Alabama's most economically productive cities and connects Birmingham with Chattanooga, Tennessee, and Atlanta, Georgia.

These visionaries are part of an interstate brain trust attempting to link several metropolitan cities via a high speed rail system and, if successful, will revolutionize the transportation industry, protect the environment, and create thousands of jobs across the country.

Gentlemen, may I present to you Mayor Richard Arrington and Mayor Steve Means in the order that they will speak.

Mr. CARR. Mr. Mayor.

Mr. ARRINGTON. Thank you, Mr. Chairman.

Mr. CARR. Welcome to the committee.

Mr. ARRINGTON. Thank you, Mr. Chairman, committee members. We are here from the Council of Cooperating Governments in the State of Alabama. We are here also to add our voices to the cause of support for high speed rail legislation which was introduced recently by Secretary Pena and the Clinton administration. We believe that this legislation, if it is passed, hopefully with some modification, we believe it to be an important step in helping to restore some of the vitality, economic vitality throughout our Nation and especially in our region. We see it as an important step in what we call a partnership with business and with State and local communities, but we think that this legislation will help us to continue our efforts at economic revitalization in our country.

When we look at our specific proposal, Mr. Chairman, we see that a major component of our plan, of course, includes high speed rail, but that is a connection between Birmingham and Atlanta, a 200-mile distance, but it also includes in our comprehensive planning a regional airport which would serve as a long-term replacement for Birmingham's existing airport, and could possibly serve as a reliever for Atlanta's very overtaxed Hartsfield International.

The new airport project identified on the current GAO office map of high speed rail maglev systems, and that map shows it, and if we could flip to the second chart, there is also, Mr. Chairman, a-and all of this is attached without a report which I understand will be a part of the record-also talks about where our particular planning fits in in the overall system that GAO has laid out for high speed rail corridors.

But if you look at our project and attached copy of that proposed system, you will see that there is a new airport project identified there. We have received support from the Federal Aviation Administration in the amount of $2 million and we currently have under way a site study for the proposed new airport.

The site which we favor, of course, is one located east of our city by about 40 miles in a semirural area. We have chosen that location because of a number of merits which we mention in the statement which will be a part of this record. It will have a significant impact upon our regional economy.

Now, the city of Birmingham and many other local communities are fully committed to making this airport a reality, and we have been working hard for several years in planning. But equally important to us is the possibility of a high speed rail network that links Atlanta and the East Coast to Birmingham and to our neighbors in Mississippi, Louisiana, Texas, Tennessee.

We believe that the Birmingham-Gadsden-Atlanta route for high speed rail will provide a critical connection in a national rail system. The local initiative to develop and promote a comprehensive rail plan for our region has involved officials in Georgia and Mississippi and we are continuing to organize local communities in three States interested in exploring all strategies for achieving our master plan for high speed rail throughout the southeastern part of the United States.

Birmingham's interest in the rapid rail has been longstanding. In 1994, we undertook the planning of an intermodal terminal to bring together for the first time in our area rail, auto and bus transportation into a single downtown facility which will serve as a major freight and passenger hub for our community. We are near construction on that facility and we are including in our site plan accommodation for high speed rail. At the same time, the city of Atlanta has also completed plans for its multimodal facility and we hope through continued dialogue with city officials to interface our planning activities with theirs.

We ultimately hope to see rail linkages between Atlanta's facility, its airport, our existing and our new and proposed airport site and our downtown facility. Beyond this, we are also exploring the possibility of additional high speed rail from Birmingham to Tupelo, Tupelo and Memphis, along a northeastern route, extending into the Midwest, and we have discussed with Mississippi officials a southeastern route which could link Birmingham, Meridian and Jackson, Mississippi. At the same time it will tie into existing plans for rail a long the Gulf Coast. Officials from New Orleans have recently expressed a desire to join this effort for our regional planning and our staff, of course, has undertaken this initiative.

We speak to polling that has taken place in this regard. We also mention in our report, which is a part of this record, that we have scheduled conferences with mayors of Atlanta, Memphis, and New Orleans to coordinate efforts throughout the Southeast to plan comprehensively for workable routes and strategies for high speed rail connecting our metropolitan areas. At the same time, we have requested that Alabama's Governor, Governor Folsom, begin the process of having the Secretary of Transportation designate the Birmingham-Gadsden-Atlanta route as a high speed rail corridor.

We expect that we will have positive developments on this. So we are here today to ask this committee to provide additional monies for ISTEA and especially for demonstration projects which we believe hold the promise of replication. We believe that through a committed partnership between the public and private sector and between the different levels of government, that we can make our dream of a revitalized transportation system in this country and the Southeast and a source of a revitalized national economy a reality and we are committed to doing our part.

Mayor Means who is the chairman of the Council of Cooperating Governments would like to make a brief statement.

[The prepared statement of Mayor Arrington follows:]

STATEMENT OF RICHARD ARRINGTON, JR., MAYOR, CITY OF BIRMINGHAM

Mr. Chairman, distinguished members of the House Subcommittee:

I am Richard Arrington, Jr., Mayor of the City of Birmingham, Alabama, and I am here today with my colleague Mayor Steve Means, Mayor of the City of Gadsden, Alabama, and Chairman of the Council of Cooperating Governments, to introduce you to a regional transportation plan on which our cities and a number of other communities throughout Alabama and our Southeastern region have been working for many months.

We are here also to add our voices to the chorus of support for the high speed rail legislation introduced by Secretary Pena and the Clinton Administration on April 28, 1993. We believe that this legislation, passed with some modifications, is an important step in restoring America's preeminence in rail transportation and, more importantly, in creating thousands of badly needed jobs in our cities and throughout our nation. Moreover, in partnership with business, state, and local communities, this law will continue the efforts of this committee, to link major markets throughout the country and enhance our nation's economic future. We are grateful for your past efforts and pledge our support to your continuing work to develop a modern transportation system for America.

While a major component of our plan includes high speed rail connections between Birmingham and Atlanta, (a distance of less than 200 miles), we have included in our comprehensive planning, a regional airport which will serve as a long term replacement for Birmingham's existing airport, and could possibly serve as a reliever for Atlanta's very overtaxed Hartsfield International. This new airport project, identified on the current General Accounting Office map of high speed rail/maglev systems under study, which you have before you, has received strong support from the Federal Aviation Administration, and over 2 million dollars in federal and state aid to assist in its preliminary planning and site evaluation phases. State officials are working with us to identify the best site to help our city and region meet our aviation transportation needs beyond the year 2010.

The site favored by Birmingham is one located east of our city by approximately 40 miles in a rural neighboring county. This location was chosen for its technical merits, its proximity to the Birmingham, Huntsville, Chattanooga, and Atlanta markets, and because of an unprecedented level of political cooperation and support for this site. Additionally, this particular location allows the opportunity to plan comprehensively for our region's long term transportation needs by including high speed rail linkage from Atlanta to Birmingham, traversing this planned site. While the State of Alabama predicts that it will take from ten to twenty years to plan and construct this 1.5 billion dollar project, the sixty thousand plus jobs to be created by this airport alone make it imperative that we expedite the process. Our regional economy, as well as the need for full employment in our nation, make this plan important to the revitalization efforts supported by this committee.

The City of Birmingham and many other local communities and counties are fully committed to make this airport a reality and have been working hard for several years in its planning. But equally important to us is the possibility of a high speed rail network linking Atlanta and the east coast to Birmingham and our neighbors in Mississippi, Louisiana, Texas, Tennessee, and beyond. We believe that the Birmingham-Gadsden-Atlanta route for high speed rail would provide a critical connection in a national rail system. The local initiative to develop and promote a comprehensive rail plan for our region has involved officials in Georgia and Mississippi and we are continuing to organize local communities in three states interested in exploring all strategies for achieving a master plan for high speed rail through the Southeast.

Birmingham's interest in rapid rail has been long standing. In 1984, the City undertook the planning of an intermodal terminal to bring together for the first time rail, auto, and bus transportation into a single downtown facility which would serve as a major freight and passenger hub for our community. We are near construction and are including in our site planning, accommodations for high speed rail. At the same time, the City of Atlanta has also completed plans for its multimodal facility and we hope through continued dialogue with City officials to interface our planning activities with theirs.

Additionally, we would ultimately like to see rail linkage between Atlanta's intermodal facility, Hartsfield International, our existing and new Birmingham airport site, and our downtown intermodal facility. Beyond this, we are exploring the possibility of additional high speed rail from Birmingham to Tupelo and Memphis, along a northeastern route extending into the Midwest, and have discussed with Mississippi officials a southeastern route which could link Birmingham with Meridian and Jackson, and tie into their existing plans for rail along the Gulf Coast. Officials from New Orleans have recently expressed their desire to join this effort for regional planning, and our staff is pursuing this initiative.

We realize these are ambitious plans which will take strong local leadership and cooperation from state and federal officials. We also recognize that without strong support from the business community none of this will be possible. Currently underway is a study by Auburn University to provide market data upon which investors from the private sector can make decisions concerning financial participation in this project. We envision as much as 50% of all funding for these projects coming from private sources. This will not be likely, however, without a strong partnership between the public and private sectors. City officials in Atlanta have suggested a joint task force composed of business leaders from Atlanta and Birmingham as a means of establishing this investor component. Discussions on how to organize this effort are underway along with development of plans to insure proper minority participation. The Alabama Report, a polling organization at Birmingham Southern College, surveyed Alabamian's preferences for travel in anticipation of the 1996 Olympics in Atlanta. Over 73% of all Alabama citizens support the concept of high speed rail between Birmingham and Atlanta, while 68% say Alabama needs an international airport.

My office has scheduled a conference with the mayors of Atlanta, Memphis, and New Orleans to coordinate efforts through the Southeast to plan comprehensively for workable routes and strategies for high speed rail connecting our metropolitan areas. At the same time, the City of Birmingham is petitioning Alabama's Governor Folsom to begin the process of having the Secretary of Transportation designate the Birmingham-Gadsden-Atlanta route as a High Speed Rail Corridor. This 166-mile distance, which currently takes over four hours to travel, has a number of existing rail spurs which are under evaluation for potential upgrade and/or future usefulness. The City of Birmingham, together with its working partners in the Council of Cooperating Governments has committed an initial $200,000 to develop both a business and operational mater plan for this selected corridor. We recognize, however, that much more "seed money" will be needed to properly fund the planning and administration of these important efforts.

Accordingly, we are asking this committee to provide additional monies to ISTEA and demonstration projects which hold promise for replication. We believe that through a committed partnership between local, state, and federal government and the private sector can we make the dream of a revitalized transportation program and national economy a reality. We are ready to do our part.

Thank you for your time and courtesy. I will now ask my colleague, Mayor Means to complete our oral testimony.

TRAINS AND PLANES

The ALABAMA REPORT wanted to learn more about Alabamians' preferences for travel. In anticipation of the 1996 Summer Olympics, some reports have indicated a high-speed train between Birmingham and Atlanta is in the works.

Seventy-three percent of Alabamians believe that such a rail link between Georgia and Alabama's largest city is a good idea. Age, income, and residence (city, suburban, or rural) make no difference in these responses. Support for the train is widespread across all of these categories.

When asked if they would actually use the train when traveling between Birmingham and Atlanta, only 45 percent responded positively. Fifty-three percent of those responded they were not very likely to use a high-speed train between the two cities.

Another transportation issue that has received considerable attention in the press has been that of an international airport in Alabama. Sixty-eight percent of Alabamians agree that the state should have one. This level of support is consistent across age and income categories.

"Do you think a high-speed train between Birmingham and Atlanta is a good idea?"

Good Idea	73%
Not A Good Idea	21%

◆

How likely would you be to use the train?

Very Likely	21%
Somewhat Likely	24%
Not Very Likely	53%

◆

"Does Alabama need an international airport?"

Yes	68%
No	32%

THE TRIVIA TABLOID

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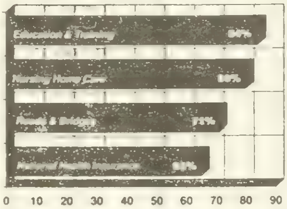
THE EASTER SEASON

Did you plan to...

Color eggs?	Yes–60% No–40%
Make Easter baskets?	Yes–57% No–43%
Have an Easter egg hunt?	Yes–49% No–51%

ERRATA

Would spend more on ...



Last month's REPORT *contained errors in the presentation of a graph on page 5. Here is the corrected version.*

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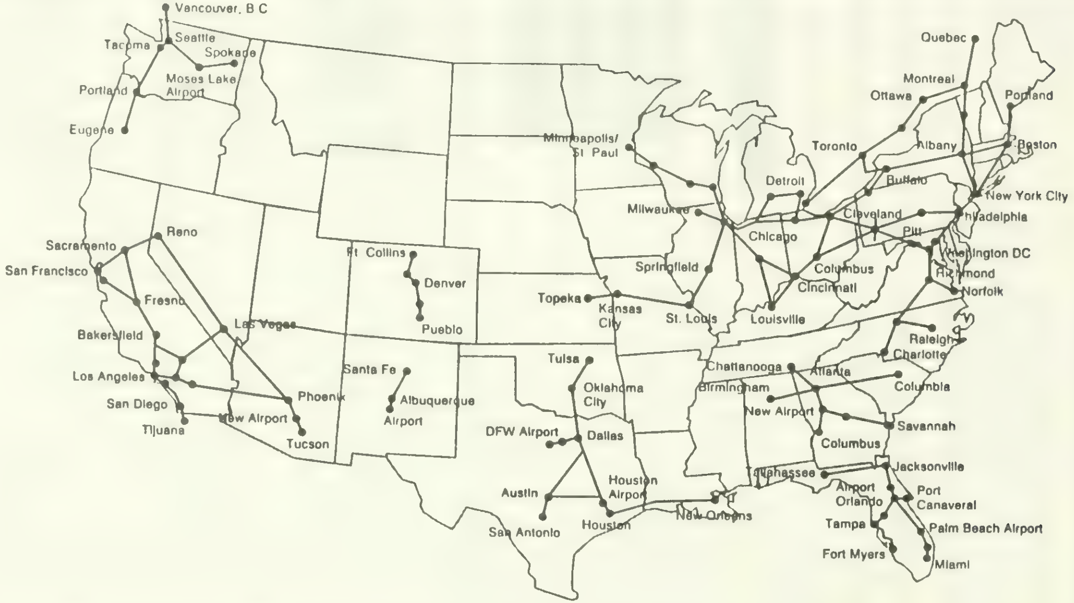
GAO High Speed Rail/Maglev Systems Under Study



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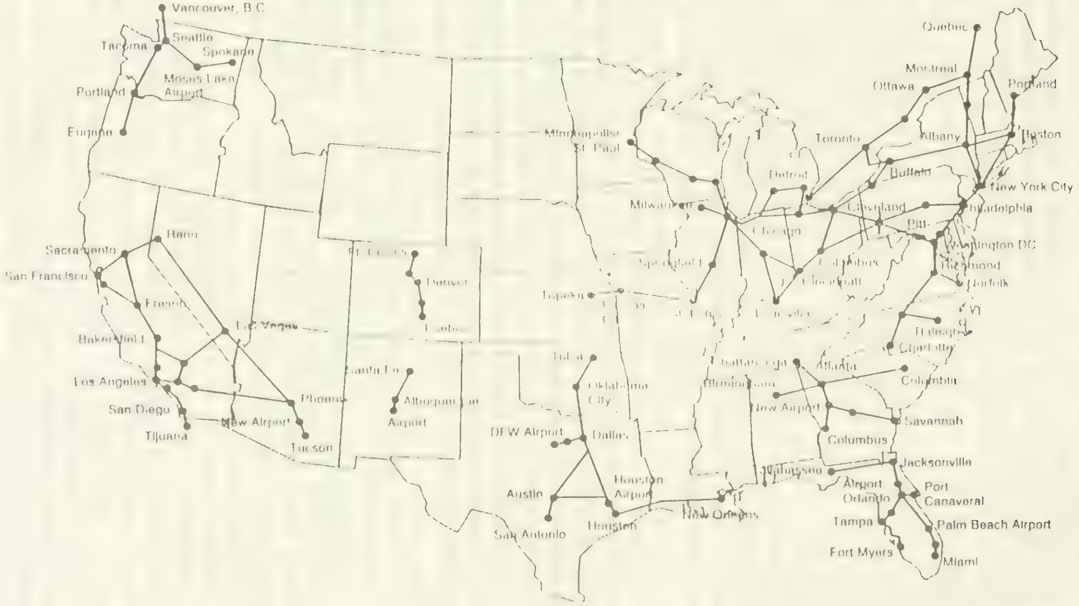

Mr. MEANS. Mr. Chairman, members of the committee, staff, I would like to thank you for the opportunity to add a few comments to what my friend and colleague, Mayor Arrington has already said. I am here today in my capacity as the mayor of Gadsden, Alabama, an all-America city, and also as the chairman of the Council of Cooperating Governments, which is a consortium of local governments who have organized themselves and are working together to address problems that are of mutual concern affecting our area and our region.

Now, although the city of Gadsden, our Chamber of Commerce and business leaders and the city of Birmingham have been working on—for several years on long-range planning for an international airport in our area, it wasn't until early this year that a number of other local city and county governments formally organized to accomplish our goal. Recognizing that Gadsden and Birmingham, which are over 50 miles apart, are in different planning districts and there hadn't been any existing structure which allowed for continuous dollars for our cities and those in between, two contiguous counties and our cities discussed how we might work together and cooperate together for the benefit of our citizens. We also met to discuss how we could resolve differences pertaining to our areas's airport and high speed rail proposal.

The result of this initial meeting was a formal meeting that created the birth of the Council of Cooperating Governments which has been legally organized and is operating as an association of local governments working together to promote our transportation project and look at other issues of concern to our region and our State.

The charter established in this council was signed by four founding governments in February. Since that time, other governments have petitioned for membership. At our last meeting in March, over 20 local governments, including the cities of Anniston, the home of Fort McClellan and Huntsville, the home of our space industry, were represented by their elected officials as we discussed cooperation on a wide range of projects.

Officials from cities in Mississippi, Georgia, and Louisiana have also expressed an interest in joining our Council of Cooperating Governments. We have established offices and have a staff now in Birmingham to coordinate membership involving these governments in the work of the council. When our recruitment and follow-up is completed, we should have over 30 local governments in four States working together on a regular basis to plan and coordinate our priority project for establishing a workable high speed rail corridor in our region.

The council dues are $1,000 per government and each government has one vote regardless of their size. Individual elected official can join for $100, as well as Chambers of Commerce and organizations, even though they are not allowed to vote. A subcommittee of the council consisting of those local governments most directly affected by our transportation efforts have contributed an additional $200,000 to begin staffing and development of both airport and master plans—rail master plans. Toward that end, the subcommittee is using the mechanism of a nonprofit corporation to promote this project.

Southeastern Aerotran is governed by appointees of each of the participating governments. The level of local cooperation we have achieved thus far is unprecedented. Sticky issues of annexation, land use, wetlands retrieval, grade crossing closings, and even stops along a rail route now have a forum in which to be heard and deliberated. Progress on many of these issues has already been made and we expect more in the future.

We know there are many areas in this country that are competing for the attention of this committee and for scarce public funds. We intend to do our part in funding the preliminary planning and administration of our airport and rail project, but we also want to be able to look with confidence to Federal agencies and to the private sector for the finances necessary to complete this work. We think we will be in a better position to ask for your help when you know that we have got our act together and we are speaking with a unified voice. With your help, our success to achieve the efficient public transportation and a new economic vitality for our Nation is assured.

In closing, Mr. Chairman, members of the committee, let me say that I think we are in a new era in American government, at least that is the way I see it. An era where competition between communities and States and selfish unilateral interests will be replaced with cooperative efforts and broad scope, multilateral efforts. Government was never intended to do everything for everybody, but it can help people and inspire people to do things for themselves.

We have a role model for governmental cooperation already in place and with the help of the Federal Government, we can soon have a role model for intermodal transportation in place.

Thank you very much for the time to speak.

Mr. CARR. Thank you, Mr. Mayor. We appreciate your testimony.

[The prepared statement of Mayor Means follows:]

STATEMENT OF STEVE MEANS, MAYOR, CITY OF GADSDEN, ALABAMA

Mr. Chairman, Members of the Committee. Thank you for the opportunity to add to the remarks of Mayor Arrington. I ask permission to revise and extend our written statement for entry into the record as I will be brief in my comments.

I am here today in my capacity as an elected official of the city of Gadsden, An All America City, but also as the chairman of the Council of Cooperating Governments, a consortium of local governments who have organized themselves to work on problems of mutual concern affecting our region.

Although the City of Gadsden, its Chamber of Commerce, and business leaders, and the City of Birmingham have been working for several years on the long range planning for an international airport in our area, it was not until early this year that a number of local city and county governments formally organized to accomplish our goals. Recognizing that Gadsden and Birmingham, which are over 50 miles apart, are in different planning districts and that there has been no existing structure which allowed for continuous dialogue between our cities and those in between; two contiguous counties and our cities met to discuss ways in which we might cooperate for the benefit of our citizens. We also met to discuss how we could resolve differences pertaining to our area's airport/high speed rail proposal. The result of this initial formal meeting was the birth of the Council of Cooperating Governments, which has been legally organized and is operating as an association of local governments working together to promote our transportation project and look at other issues of concern to our region and state.

The Charter establishing the Council was signed by the four founding governments on February 17, 1993. Since that time, other governments have petitioned for membership. At our last meeting in March, over twenty local governments, including the cities of Anniston, the home of Ft. McClellan, and Huntsville, the home of our Space industry, were represented by their elected officials as we discussed cooperation on a wide range of projects. Officials of cities in Mississippi, Georgia, and Louisiana have also expressed interest in joining the Council. We have established offices and staff in Birmingham to coordinate membership and involvement of these governments in the work of the Council. When our recruitment and follow-up is completed, we will have over thirty local governments in four states working together on a regular basis to plan and coordinate our priority project of establishing workable high speed rail corridors in our region.

Council dues are $1000 per government and each participating government has one vote on the Council no matter how small they might be. Individual elected officials can join for $100 and other organizations, such as Chambers of Commerce, are also permitted membership although they are not allowed a vote.

A subcommittee of the Council, consisting of those local governments most directly affected by our transportation efforts have contributed an additional appropriation of $200,000 to begin staffing and development of both airport and rail master plans. Toward that end, the subcommittee is using the mechanism of a not-for-profit corporation, to promote this project. Southeastern Aerotran is governed by appointees of each of the participating governments.

We foresee, however, the possible need for a high speed rail authority or some other autonomous, public entity which can carry this project forward and oversee its future operations. We are laying the groundwork for this.

Alternative strategies for rail development, the coordination of planning between governments, continuous involvement of the private sector, minority participation, coordination with state officials, and planning for future legislation required to see our project through, are just a few of the tasks assigned to Southeastern Aerotran. Working within the umbrella of the Council of Cooperating Governments, we believe that this model holds the best opportunity among those considered to allow us to move our project forward with dispatch.

We realize the partnership we are creating attends to the local government side of things, but for our airport/rail project to be successful we must involve the State of Alabama, neighboring states, the federal government, and most importantly, the private sector. The Council of Cooperating Governments gives formal structure to the organization of local communities interested in these projects. Southeastern Aerotran allows government and business leaders to plan together for the economic benefit of our region. We think this is a good starting point from which to work as we deliberate with AmTrak officials, other rail and air carriers, and the hundreds of other players who can help us make our airport/high speed rail dreams a reality.

The level of local cooperation we have achieved thus far is unprecedented. Sticky issues of annexation, land use, wetlands retrieval, grade crossing closings, and even stops along a rail route now have a forum in which to be heard and deliberated. Progress on many of these issues has already been made and we expect more in the future.

We know there are many areas of the country competing for the attention of this committee and for scarce public funds. We intend to do our part in funding the preliminary planning and administration of our airport/rail project. But we also want to be able to look with confidence to federal agencies and the private sector for the finances necessary to complete this work. We think we will be in a better position to ask for your help when you know that we have our act together and are speaking with a unified voice. With your help, our success to achieve efficient public transportation and new economic vitality for our nation is assured.

This concludes my remarks. Thank you for your attention and patience.

TRAINS AND PLANES

The ALABAMA REPORT wanted to learn more about Alabamians' preferences for travel. In anticipation of the 1996 Summer Olympics, some reports have indicated a high-speed train between Birmingham and Atlanta is in the works.

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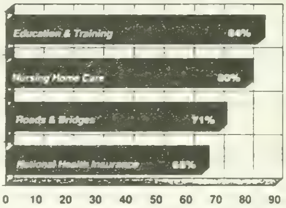

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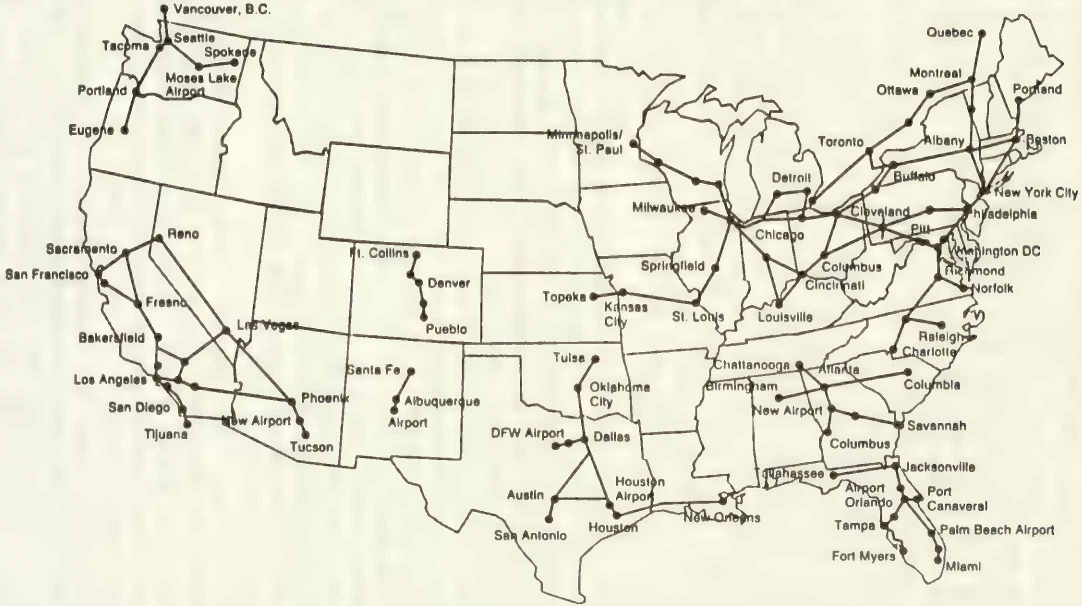
GAO High Speed Rail/Maglev Systems Under Study



Mr. CARR. Mr. Wolf.

Mr. WOLF. I thank you, Mr. Chairman. I have a number of questions. How large is the airport now in Birmingham?

Mr. MEANS. Mr. Mayor.

Mr. ARRINGTON. Well, I don't know how—we have two runways, one presently under expansion. We have just completed terminal renovations of about $30 million or $40 million. I can't give it to you, Congressman, in terms of square footage. I don't know. We are served by seven lines now.

Mr. WOLF. What would happen to that airport if you were to build this airport?

Mr. ARRINGTON. That would probably become the airport for private aviation. The new airport, which is being studied under the FAA grant that the State of Alabama now has, would replace the existing airport. There is also a major freight facility at this particular airport, at the existing airport. In fact, there is about a $30 million expansion under way on the airport facility also—I mean on the corridor facility also.

Mr. WOLF. Have you asked the carriers what their position is with regard to this?

Mr. ARRINGTON. There has been some discussion with carriers. There is study for the proposed site for the new airport, it is being carried out under the deck office, development office for the State of Alabama and has been carried out through the Office of Governor of the State of Alabama.

Mr. WOLF. What is the population of the area that would be served by the airport?

Mr. ARRINGTON. The airport now, our existing airport now, serves about a 10 county area. The immediate five county metropolitan area of about a million people, but the 10 county area takes in roughly about half of Alabama's three million—three and a half million people, population.

Mr. WOLF. Are you sure the public supports this?

Mr. ARRINGTON. Well.

Mr. WOLF. The reason I ask, there was an airport built in Denver. It has been the subject of great controversy and I would venture to guess that if that referendum were held today, I don't know how it would come out, but there would be substantial opposition to it.

Mr. ARRINGTON. Dr. Katopodis who heads our staff for the council is just reminding me of the poll that is a part of the statement that we had put into the record there that shows that there is some support for it. This poll was recently completed and it shows that about 68 percent are saying yes, that we need an international airport. About 32 percent saying no in the most recent poll. So we haven't gotten to that point, yet, Congressman.

Mr. WOLF. Polls are different, though, than actual voting. We had a Member from Hawaii yesterday who appeared before the committee to basically say that the money that the committee gave that state for a rail transit system is being returned, because when it came to an actual vote, it was five to four. It had already been authorized and funded and when the local officials had to actually vote on it, they voted it down.

And I think it is important to know that the citizens are behind this, perhaps with some sort of referendum or nonbinding referendum or something like that, giving them some opportunity whereby they know that what they are going to have to pay and what it is going to cost. That is very important.

I guess the other question I have, what are you asking for?

Mr. ARRINGTON. Congressman, let me say that your point is well taken about the involvement of the different parties, including the airlines. We do understand the necessity of that, but what we are really putting together, the comprehensive plan, we think we can no longer plan for an airport by itself, we can no longer plan for high speed rail by itself. We think we must integrate the citizens. We think that is the wave today, that is what is happening.

So even though the State is talking about our developing the airport that may become a reality in 20 years from now and we are talking about high speed rail in a future closer than that, we think it would be a business mistake for us to try to plan rail and not have identified a possible site for a new airport, and so that is what we are trying to do. We are integrating our planning. We are doing just what this act is about and that is the integration of an intermodal transportation facility.

Now, what we are seeking, I believe was your last question——

Mr. WOLF. Yes, sir.

Mr. ARRINGTON. What we are seeking here is to support the proposal for the expansion and for appropriations for the ISTEA program, and we would be especially interested in some demonstration funds so that the local efforts that we have done in the interstate and intergovernmental efforts that we have begun may also be undergirded to some extent from some support from these appropriations. We think it is going to be about a 50/50 public-private partnership in this effort.

Mr. WOLF. That is what I was asking. If the committee were sympathetic or just hypothetically, what are you actually asking for?

Mr. ARRINGTON. We are seeking $5 million at this time for the—for our planning effort.

Mr. WOLF. I didn't see that.

Mr. ARRINGTON. I am sorry. It is not included but that is precisely what we are seeking, yes, sir.

Mr. WOLF. Thank you very much. I appreciate the testimony.

Mr. MEANS. If I might add, Congressman Wolf, that I can really understand and appreciate the thoughts about the support and certainly polls are much different than referendums, we all know that. The—but I would like to say that George Gallup, and we are not talking about necessarily a Chamber of Commerce poll or something, but Mr. Gallup poll himself personally, because of our connections to the all-American city network, came to Gadsden and has organized a very thorough polling process, where in our area, over 80 percent of the people polled were in favor of this.

Now, naturally it is early so a lot of things are going to change over time and we understand that, but I really appreciate the sensitivity to how the public feels. We are not here to do things for people they don't want us to do for them. We feel very strongly that it is going to have tremendous support, perhaps greater support than most governments are used to.

Mr. Wolf. Thank you.

Mr. Carr. Just piggybacking on what Mr. Wolf was saying, we have, on this committee, and I have been on it now for 10 years, we find that it is very important to the work of this committee to find not only public support but public putting money behind their support. I think what happened in Honolulu, we just had our good friend and colleague, Neil Abercrombie come here and essentially give back 70 some million dollars, and what really happens here is that people are always willing to answer a poll saying they want something until you tell them that they have to pay for it. If they have the notion that the Federal Government and Uncle Sam is going to buy these things for them, then, and it isn't going to cost them anything, they will generally be very vulnerable to the promotional aspects of the program. So I think it would be very important to the credibility of your project to get some real feeling for what the public in your area is going to support.

When you talk about high speed rail, what kind of speed are you talking about?

Mr. Arrington. We are speaking of 125 miles per hour speed or 125 to 150 miles.

Mr. Carr. The distance between Birmingham and Atlanta.

Mr. Arrington. Approximately 200 miles.

Mr. Carr. Two hundred miles?

Mr. Arrington. Yes. Mr. Chairman, we have primed the pump on a lot of these. For example, we have done at our own expense, local support, a preliminary stay study on a corridor, existing corridor between Birmingham and Atlanta. We have looked at the possibility of the tilt train being used over an existing track. We have been meeting with the private concerns and owners of those facilities. We have likewise supported the airport study. We have funds in there. We are building a new intermodal facility. We have purchased a site, we are starting construction. We have all these studies already under way. They already were funded with local dollars. So we have sort of begun the process and we have begun to prime the pump and we understand the importance of local support and local dollars also.

Mr. Carr. The line that you are talking about between Birmingham and Alabama or Atlanta is currently a freight line operated by whom?

Mr. Arrington. CSX there and we have an Amtrak line, right? The GAO has. The GAO as you know—this is a GAO map here and it shows proposed corridors for high speed rail and one of the corridors of course is a corridor that is the Birmingham-Atlanta corridor to Columbus. That was—that is one that was proposed there. They are also proposed in the overview by the Department of Transportation as one of the corridors.

What we are doing here with the work that we are doing, building up on these proposed corridors, we are proposing a corridor here that—from Birmingham to Atlanta corridor, same one GAO, but we also are proposing because we are working with officials in Mississippi, the Governor's office and other officials in Mississippi, we are proposing that a corridor be extended that goes into Jackson, Mississippi, down to Gulfport that ties into a corridor down here which is—work which is already under way down in the Gulf

Coast on a high speed corridor, that we become a part of that network, and our planning costs for our future corridor that also ties in to Tupelo, Mississippi, and to Memphis, Tennessee.

Now, the governments in Memphis, city of Memphis, governments in the city of Atlanta, Birmingham, recently in New Orleans, all of us have become involved in this process with some joint planning.

Mr. CARR. But it is a CSX line right now, right? What is the average speed on that line?

Mr. ARRINGTON. The line that we studied is a CSX line. The speed is about 70 miles per hour.

Mr. CARR. Seventy miles?

Mr. KATOPODIS. Or less.

Mr. CARR. It is a freight line?

Mr. KATOPODIS. Right.

Mr. CARR. I think it is important to note that your GAO chart is not what they are proposing. GAO doesn't propose routes. They are just reporting on routes that are proposed by a variety of local folks.

Okay, well I don't have any further questions. We appreciate your testimony. We have two mayors here. You are a powerful Congressman to get two mayors here.

Mr. HILLIARD. We are cooperating.

FRIDAY, MAY 7, 1993.

AIR LINE PILOTS ASSOCIATION

WITNESS

JOHN O'BRIEN, DIRECTOR, ALPA'S ENGINEERING AND AIR SAFETY DEPARTMENT

Mr. CARR. Our next witness will be John O'Brien, director of ALPA's Engineering and Air Safety Department.

Welcome, Mr. O'Brien. We have your statement and we will make it part of the record and in the interest of time, we would ask you, if you will, to summarize.

Mr. O'BRIEN. I will summarize and make it short and to the point as possible.

Good afternoon, I am John O'Brien. I am the director of the Engineering and Air Safety Department for the Air Line Pilots Association and we represent the interests of over 41,000 pilots at 44 airlines.

Recognizing the scarce resource funds for many different programs and a lot of competing interests, we had looked at the overall FAA budget request this year and from a perspective of safety, not only for the benefits of our members, but for those of the traveling public, and we came across four items that we thought we should bring to your attention, either because they were not adequately funded in our opinion or had not survived the internal process within FAA for inclusion in their program.

The first area I would like to talk to you about is human factors. It is a very broad and general area, but as you very well know, looking at accident statistics, probably 70 percent of all accidents are attributed to human error. We don't quibble with that situation at all. As you know, historically there has been an effort within FAA and the industry to develop a National Plan for Aviation Human Factors. This was stimulated of course by the 1988 Aviation Research Act.

As a result of that, the FAA did embark upon a program and develop a national plan. However, the plan has languished. There has not been adequate funding. As you also know, it is a shared plan. There are commitments not only from FAA but from NASA, Department of Defense, industry, and academia all share some burden in making the plan work. The FAA has requested $27 million this year, I believe, to support their portion of the plan. That amount does not fund all of the projects that they were responsible for in the plan. To do that, we would require approximately $40 million just to fund their portion of the projects within that plan.

I am not suggesting that we are going to increase funding by $13 million, but what I would suggest, or hope to get the support of the committee, is to emphasize that FAA has some leadership role in this plan, and the funds that they have requested or may have appropriated should be not only used for individual projects within the plan, but to encourage leadership and draw upon the resources that are available not only within the agency but NASA, DOD and academia.

There are three very specific other topics I would like to bring to your attention. The dollar amounts associated with them are very small in comparison to other programs, but the potential payoffs are significant. And in no particular order, I want to suggest to you that the program that was implemented back in 1987 where the—when we changed or reauthorized AIP funding, there was some priority requirements established for the FAA to fund certain types of equipment. One of those types of equipment is precision approach guidance.

What we have done, and we can supply for the committee if they are interested, is list all of those airports and runways served by schedule air carriers that do not have any precision approach aids at all, neither visual nor electronic, we feel. We feel that we should at least have some visual approach aids for the runways served by schedule air carrier operations. To do that on all the runway ends, we have identified it would cost approximately $45 million. We don't suggest that be done in a year, but in a series of years, but, again, if FAA could follow the priority language that was developed back in 1987 I think some of this could be done easily within existing program funds.

Another area we would like to bring to your attention and it is—this is not included in the FAA's present plans—is a program that would be established to look at the impact of volcanic ash on runways. This subject has come to our attention recently as a result of a series of eruptions on a worldwide basis where there have been some incidents of aircraft encountering volcanic ash that has been left on runways even after airport operators have attempted to clean runways and have resulted in aircraft going off the side or the end of runways.

For an amount of $3,000, we could fund a program that FAA and NASA have already jointly identified and established, just not funded in the present plans. We could identify and proceed with this program which would result in information provided to pilots with respect to the conditions of runways had they been involved in operations at an airport that had been subjected to some volcanic ash fallout in the recent past.

I am not talking about where we have volcanic ash falling, because we don't want to do that. But the nature of this problem is such as weeks after an eruption, because of the fine nature of this volcanic dust, it is very hard to remove and does stay around for a long period of time. NASA does have the resources and the expertise internal to accomplish this task under the direction of the FAA. As I mentioned, they already have it developed and it would cost only $300,000 and be a short-term program and the benefits would be well worth the cost.

The last item I would like to bring to your attention is a situation involving security. It involves ground security at many of our airports. As you know, as a result of concerns about hijacking, sabotage and other concerns that have developed over the years, we have embarked upon a program to implement various security programs at many of the airports around this country. It has developed in a hodgepodge of security systems and really if we are to concentrate on the one that concerns us the most, it would be a program that would be developed or directed towards airline employees and probably would be directed towards preventing situations like that which occurred at the PSA accident some years ago where a disgruntled employee got involved in a situation which led to a situation where several lives were lost.

The system that we are suggesting be implemented is one that ATA and ARINC have already looked at, proves feasible in some limited implementation at a test program in Chicago, at a couple other locations, Dallas, I believe. What is needed is some fund to go get this thing off the ground. The airlines being in the financial conditions they are in today, it is very difficult. They estimate it will cost probably around $40 million to do this nationwide.

What we are suggesting is a shared cost program between the FAA and ATA airlines in this case. We have worked with FTA and Office of Security, and based upon that work, we estimate that around $12 million of FAA funds over a five-year period could implement this program and could pay significant security dividends.

That is it, Mr. Chairman, and if you have any questions, I would be happy to answer those.

[The prepared statement of John O'Brien follows:]

STATEMENT OF
JOHN E. O'BRIEN, DIRECTOR
ENGINEERING AND AIR SAFETY DEPARTMENT
AIR LINE PILOTS ASSOCIATION, INTERNATIONAL
BEFORE THE
SUBCOMMITTEE ON TRANSPORTATION
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES
MAY 7, 1993

HEARINGS ON FY 1994 APPROPRIATIONS FOR THE FEDERAL AVIATION ADMINISTRATION

Good morning. I am John O'Brien, director of the Engineering and Air Safety Department of the Air Line Pilots Association (ALPA). ALPA represents over 41,000 pilots at 44 airlines. I appreciate this opportunity to appear before this subcommittee today to present ALPA's views on the appropriations for fiscal year 1994 for the Federal Aviation Administration (FAA). We all recognize the serious fiscal constraints being faced by government as well as private sector organizations. We strongly feel that many of the activities within the FAA are essential for the safe and efficient operation of our aviation system, not only this year but into the future as well. Much of the groundwork being laid by the FAA now will pay dividends in the future and will actually represent a significant cost benefit in the process.

HUMAN FACTORS

The issue of human factors in aviation has received a great deal of attention lately. Just last month the International Civil Aviation Organization held a Flight Safety and Human Factors Symposium in Washington, D.C., which focused on human factors training for operational personnel. Human factors crew performance is receiving greater emphasis by airlines in their training programs. Much of the concern for human performance stems from the fact that even though aviation technical systems are becoming more sophisticated and reliable, human error still accounts for approximately 70 percent of aviation accidents and an even greater percentage of incidents. Indeed, this fact is true in many transportation areas, not just aviation.

The importance of human factors research programs has been recognized over the past several years. In 1988, the U.S. Congress's Office of Technology Assessment published the results of a very detailed investigation in a report entitled "Safe Skies for Tomorrow: Aviation Safety in a Competitive Environment." This report concluded that human factors research was not well coordinated among government agencies and that the research was inadequate, considering the magnitude of the problem. Also, a Human Factors Task Force composed of government and industry representatives recognized human factors research shortcomings and made recommendations regarding national research priorities.

In response to the dramatic increase in public concern, the U.S. Congress enacted "The Aviation Safety Research Act of 1988" (Public Law 100-591), which called for the FAA to augment its research efforts in human factors and to coordinate programs with those of the National Aeronautics and Space Administration (NASA).

A number of research efforts are under way in aviation human factors at various government, industry, and academic organizations. Unfortunately, however, these efforts have not been well coordinated. This has been evidenced by the fragmented approach to research and the piecemeal application of research efforts. In recognition of the need for coordination in this area, the FAA initiated a year-long effort to define and outline aviation human factors issues and research needs. The result of this effort is the "National Plan for Aviation Human Factors." The plan identifies the technical efforts necessary to address the most operationally significant human performance issues in aviation and acquire the necessary resources to fund these efforts. In addition, the plan will allocate resources efficiently by coordinating research programs at various government laboratories, communicate research needs to academic and industrial "centers of excellence," and promote the means by which human factors knowledge is transferred to government and industry.

The FAA expended a great deal of its time, money, and resources in developing the national plan, and enlisted the assistance of other government organizations, industry, and academia. We believe we must maintain this impetus. In order to do so, the FAA's human factors program must be properly funded. We understand the FAA has requested just over $27 million for this effort in FY 94. We believe this request has been overly influenced by budgetary concerns. The FAA must be provided the financial and personnel resources to continue to address human factors problems in aviation. Based on the accident record this is the area which could have the greatest impact on aviation safety. With this thought in mind, we strongly recommend that funding for the FAA portion of the National Plan for Aviation Human Factors be increased to $40 million for FY 94.

TRANSIENT CREW SECURITY SYSTEM

More than 200 commercial airports are installing, or have installed, new computer-controlled door and gate security systems in order to comply with FAA regulations. It has been estimated that these systems will cost more than $500 million when implementation is complete. In spite of that large expenditure by the airports, a few years ago the FAA failed to heed the industry's calls for a standardized, computer-based system that would address the security concerns associated with airline employees who must have access to certain secured areas. Implementation of a hodge podge of various security systems will do little to address the overall security of the ground facilities which support our aviation system.

The Air Transport Association, in conjunction with its sister organization Aeronautical Radio, Inc. (ARINC), has produced a program, called the Transient Crew Security System (TCSS), which would enable transient airline employees to utilize each individual airport's computer system. Because of the financial problems of the airline industry, however, the carriers are unable to fund the TCSS, even though the total amount needed for it is just a small fraction of the amount expended by airports on their systems. Without such a system, flight crews are experiencing delays in reaching their aircraft and nonpublic operations facilities, with a corresponding reduction in the amount of time available to perform pre-flight duties. This omission has resulted in an ongoing situation where flight crews are locked out of their aircraft and nonpublic company facilities and cannot reach them without assistance. The result is unnecessary and highly undesirable levels of frustration and, in some cases, emotional stress by flight crews just prior to flight.

ALPA believes the time has come for the FAA to correct its earlier omission by implementing the TCSS so that flight crews and other transient airline employees can access their company facilities and aircraft in a timely, efficient manner. ATA has estimated that the amount needed for this system at the 40 largest airports will be approximately $30 million. In order to achieve the security benefits associated with this system in the most immediate fashion we recommend that FAA share in the implementation costs. This system could easily be installed over a four year period at a total cost to FAA of approximately $12 million. Maintenance costs associated with the system would run approximately $1.5 million per year.

PRECISION APPROACH PATH INDICATORS

ALPA was successful in persuading Congress to agree to include language in the "Declaration of Policy" to the 1987 reauthorization of the Aviation Trust Fund that calls for priority implementation of improvements to navigational aids at commercial airports. As a result of that effort, Section 502 (a)(4) was revised to read, in part, "this title should be administered...with highest priority...for installing... electronic or visual vertical guidance on all runways...." However, since that policy was adopted, ALPA has not seen evidence of a change in the FAA's proposed funding or installation priorities of visual vertical guidance devices.

Precision Approach Path Indicators (PAPIs) are the new international and U.S. standard for visual glide slope indicators at U.S. airports. PAPIs are very useful for commercial flight crews because they enable the crew to determine their correct descent path and make a safer, more stable approach and landing. This vertical guidance is especially needed when sources of visual information are lacking or deceptive, such as at night or in periods of low visibility. In addition, they allow some measure of noise relief on runways not equipped with an electronic glide slope.

ALPA's position is that all air carrier runways should be equipped with a visual glide slope. We respectfully request that, as a first step, Congress fund PAPIs on those air carrier runways that do not currently have electronic glide slopes. According to an ALPA survey, approximately 225 air carrier runway ends do not have electronic glide slopes and need PAPIs. According to the FAA, the cost of implementing these PAPIs will be approximately $45 million. The results of our survey can be provided, if desired.

FRICTION MEASUREMENT ON VOLCANIC-ASH-CONTAMINATED RUNWAYS

A random increase in independent events of volcanic activity has resulted in a greater number of aircraft/ash encounters. Within regions where volcanic activity has occurred, such as in Alaska and Washington State, airport and aircraft operations have been significantly impaired and curtailed because of airborne volcanic ash accumulations on aircraft parked at the terminal, and on runway, taxiway, and ramp surfaces.

Once the ash has settled out of the atmosphere and accumulated on airport surfaces, airport managers have attempted to remove it so that normal operations can continue. However, because of the very fine grit particle size and powdery nature of the volcanic ash, removal of all deposits from the pavement surface has proven to be quite difficult. The actual impact of the remaining surface contaminant on aircraft braking and steering performance under both dry and wet conditions is unknown, but some pilots have reported that this condition is even slipperier than water on ice.

In order to determine scientifically the nature of aircraft braking and steering difficulties posed by the contamination of fine amounts of volcanic ash, ALPA recommends that research be conducted by NASA and FAA. Such research should also quantify the amounts of ash, both wet and dry, that pose a hazard to safety. NASA and FAA have compiled a test program for this purpose that is estimated to cost $300,000. ALPA recommends that this project be approved and funded.

We appreciate the opportunity to make these comments before you today. We urge you to consider them in your deliberations for the FAA's FY 1994 appropriations deliberations. Their funding will improve the safety and efficiency in our aviation operations.

Mr. **Carr**. Thank you very much.

I am just wondering whether we shouldn't dispense with and change the security thing altogether. We had one accident that was regrettable. I don't—I mean, here is a very strange situation where I am following the captain of my flight through the magnetometer and, boy, do I feel relieved when they don't find a gun in his bag. Here is a person who you are putting your life in his or her hands anyway. I mean, if they want to do something, they can do it anyway.

Mr. **O'Brien**. Certainly don't need a gun.

Mr. **Carr**. No, certainly don't. So it seems to me that one of the problems we face is that we have a security industry out there that once they grab jurisdiction of something, they never let it go, and wouldn't it be appropriate for us to have the FAA look into just dispensing with crew security and proper identification?

Mr. **O'Brien**. That certainly would make some of our membership happy but realistically there is a need for some security provisions, and that program that we had suggested in there does provide not only some security provisions but provides much better security provisions than we have today in a much less intrusive manner.

Mr. **Carr**. It would seem to me that particularly if you have a—every airline has gate agents and if they were required to appropriately supervise by the showing of an ID, company ID, you can defeat these things. It is just an enormous expense, enormous expense. If somebody is really determined, if a disgruntled employee is really determined, these things aren't going to stop it, it seems to me.

Mr. **O'Brien**. There is no total protection, that is true. I would agree with that 100 percent. But I still think that—and I am sympathetic, as I indicated, some members would be sympathetic to the views you have expressed about the frustrations involved and is it really worth the effort and cost we have gone through to date, and the answer would be no because it really hasn't been that successful. cessful.

However, if we really are serious about security, there are means available to do a much better job than we are doing today and the cost is not really all that great. I think that from our own internal safety structure and flight security committee, they are very supportive of this system, even though it does mean some security onus on us.

Mr. **Carr**. You say it is being used in Detroit, among other places?

Mr. **O'Brien**. On a test basis. It is a magnetic card situation and it is a swipe card and it works off a central computer system so, for example, if you are——

Mr. **Carr**. Is it used at all gates in Detroit or just a few?

Mr. **O'Brien**. Just with Northwest Airlines.

Mr. **Carr**. I go through there an awful lot, and it would just be terribly convenient if somebody at Northwest, and I will talk to somebody up there, Elliott Seiden or somebody, to see if they can't on one of my trips try to brief me on the system and show how it works.

Mr. O'Brien. I think you will find that the Northwest pilots at that base are very enthusiastic about that system as compared to other systems.

Mr. Carr. We would like a list of your proposals for precision approaches.

Mr. O'Brien. I have such a list with me. I can leave that.

Mr. Carr. And even your visual. Does your list include what the other runway ends at that same airport have?

Mr. O'Brien. No, sir. It just provides the runway end with no guidance at all. It does—for example, here—the list is alphabetical. It starts off with Alaska and there are three runway ends up there that are served by the air carrier aircraft with no guidance at all and the runway length is also provided, and they are all about 8,000 feet long. So it is not small, secondary runways we are talking about.

Mr. Carr. I understand, but I think to get our help and to enable us to make an evaluation, because we can't do them all, we don't have the money, but it would be helpful for you to give us an analysis of all those airports that don't have precision approach or a visual aid.

Mr. O'Brien. We can do that, sir. We can break it out by each of these airports and tell you——

Mr. Carr. In other words, if there is an airport where three out of four don't have it, that would appear to be a high priority. If there is an airport with only one out of seven, that would appear not to be a priority, and we need data and help in trying to figure out what—you know what I am saying?

Mr. O'Brien. I do and we do have such a priority system. We will provide it in that order.

Mr. Carr. Mr. Wolf.

Mr. Wolf. Thank you. Welcome, Mr. O'Brien. The security systems that are in now, have they found many people who were trying to violate them? We only hear of the one or two where there is a problem. Is there any record kept of problems that have developed that the public never hears about?

Mr. O'Brien. The FAA does keep records of events. If you are talking for the basic security screening that you go through today, yes, there are records kept.

Mr. Wolf. Has there been a significant number of problems?

Mr. O'Brien. When you say significant number, you know, it is hard to characterize, but there are——

Mr. Wolf. You seemed a little reluctant to talk about it and I guess we can ask them, but significant, however you would want to define it.

Mr. O'Brien. There are hundreds of events on a yearly basis.

Mr. Wolf. The other question is, we introduced a bill the other day to make the FAA administrator term seven years. Do you have any thoughts about that?

Mr. O'Brien. Yes, sir. Referring back to an effort by the Aviation Coalition which took place about four years ago and resulted in some legislation introduced on the Senate side, S. 1600, and it has companion legislation on this side and one of the major components of that legislation was not only increasing the term of the administrator for all the reasons that is probably in the legislation you are referring to, but also the legislation talked about maybe some qualifications of the appointee as well, similar to those that are required with certain members of the NTSB.

Mr. WOLF. I wasn't even aware of that. That was in the package? We will have to get a copy? Do you know the number of that?

Mr. O'BRIEN. S. 1600 which was introduced three years ago, four years ago by—I can't remember exactly who introduced the bill.

Mr. WOLF. What happened to it in the Senate?

Mr. O'BRIEN. In my opinion, it took too big a bite because it took all of the suggestions of this Aviation Coalition, and one of the suggestions that killed its chance of success was to take the aviation trust fund off budget. So if you try to take that big of a bite off at one time, the chance for success is really remote.

Mr. WOLF. Do you have a list of who the members of the Aviation Coalition are?

Mr. O'BRIEN. Yes. In fact, Congressman, I can provide you the documentation that led up to those recommendations.

Mr. WOLF. If you would do that, just provide it. And the overall opinion of your group would be in support of this seven-year term?

Mr. O'BRIEN. Yes, sir, obviously.

Mr. WOLF. Great. Thank you very much. Thank you, Mr. Chairman.

Mr. CARR. Thank you very much.

FRIDAY, MAY 7, 1993.

RESERVE OFFICERS ASSOCIATION OF THE UNITED STATES (ROA)

WITNESS

COMMANDER WILLIAM E. LEGG, USNR (RET.) DIRECTOR, NAVAL AFFAIRS, ROA

Mr. CARR. Our next witness will be Commander William Legg of the Reserve Officers Association of the United States. Your statement will be made a part of the record in full and in the interest of time we ask that you summarize your remarks.

Commander LEGG. It is my pleasure to be here this morning and to present the views of the Reserve Officers Association concerning the fiscal year 1994 budget for the Coast Guard. The President's budget request includes a relatively small $3.8 billion for the Coast Guard. Although this level is about 4 percent more than the funding provided for fiscal year 1993, all but slightly more than 1 percent of this growth is to accommodate the impacts of inflation.

Once again, the Coast Guard is one of the best buys of the American taxpayer and deserves full consideration by this committee. However, there is one area where the budget request does not take advantage of the best buy philosophy, the Coast Guard Reserve. If the budget request is approved, the Coast Guard Reserve will be reduced by almost 25 percent in one year to a new low of 8,000 personnel.

The Coast Guard Reserve has not been this low in its 50-year history. Over the past several years the Coast Guard Reserve has faced the problems of insufficient funds. It has been authorized an end strength exceeding $15,000 and funding has been as high as $12,000 for fiscal year 1990 and has diminished to $10,500 this year.

In the past couple of years, part of the problem has been the split funding and the responsibility between this committee and the defense committee. The request this year is for $64 million in the reserve training appropriation and that is $9 million less than last year, as we calculate $11.2 million less than is needed to keep even 10,000 reservists in the Coast Guard Reserve.

We are concerned about failure to take full advantage of the efficiencies available through expanded use of the Coast Guard Reserve, much less a smaller reserve and we are especially puzzled because the Coast Guard Reserve has some unique capabilities that do not exist in other reserve components. One is their fully qualified law enforcement where Posse Comitatas keeps defense reserve components from that field and they have the responsibility to respond to a call from the Secretary of Transportation to help address national disasters.

We have been working very hard in the last few years to try to get analytical looks at requirements of the reserve forces. We are concerned that the Coast Guard was not included in the extensive effort done by Rand for DOD components. Alternatively the Coast Guard headquarters did their own analysis and the 8,000 figure is a preliminary figure from that report. It has come out as a budget figure for this year, but the even Commandant has said that this is a preliminary, best estimate figure.

The result is the Coast Guard Reserve is programmed for an abrupt cut in strength to a level not based on requirements. Even if these requirements are subsequently validated, it is not logical to cut the Reserve by 25 percent in a single year, particularly in light of the fact that they are not covered by the same transition benefits program that DOD components are.

We are recommending that the Coast Guard Reserve reduction be limited to 510 people this year until the assessment requirement is completed and that the $11.2 million needed to fund these people be added to the Reserve training appropriation. That is our major issue. We solicit your support on this. I would be glad to answer any questions I can.

[The prepared statement of Com. Legg follows:]

Statement of Commander William E. Legg, USNR (Ret.), Director, Naval Affairs of the Reserve Officers Association of the United States, for the House Appropriations Committee on Transportation, concerning Coast Guard Appropriations for FY94, 7 May 1993.

Mr. Chairman and Members of the Committee:

It is my pleasure to address this committee concerning United States Coast Guard Appropriations.

The Reserve Officers Association has consistently supported adequate resource allocations for the United States Coast Guard. Over the past several years it has required extraordinary actions by the Congress to provide the necessary authorization and funding for this unique armed force.

The multi-mission nature of the Coast Guard and the professionalism and flexibility of its personnel have been both a curse and a blessing. The ability of the Coast Guard to do so much with so little has encouraged some to continue to increase taskings without allocating all the needed resources.

COAST GUARD BUDGET REQUEST

The President's Budget Request includes a relatively modest $3.812 billion for the Coast Guard. Although this level is about four percent more than the funding provided for Fiscal Year 1993, all but slightly more than one percent of this growth is to accommodate the impact of inflation. However, even this moderate rate of "real" growth is more apparent than real because of the unusually low level of funding in the Acquisition, Construction, and Improvements (AC&I) appropriation in Fiscal Year 1993.

Therefore, once again the overall Coast Guard budget request reflects one of the "best buys" for the American taxpayer and deserves full and positive consideration by the Congress.

SELECTED RESERVE STRENGTH

However, there is at least one area where the budget request does not take advantage of the "best buy" philosophy--the Coast Guard Reserve. The President's Budget Request includes plans for a dramatic decline in the size of the Coast Guard Reserve. If approved, the Coast Guard Reserve would be reduced by almost 25 percent in one year to a new low of only 8,000 personnel at the end of Fiscal Year 1994.

As we noted last year when we objected to the cut to 10,850 proposed for Fiscal Year 1993, the Coast Guard Reserve had not been at a strength level less than 11,000 personnel since the early stages of the build up for the Viet Nam conflict. We are now facing a cut that would be of such magnitude that our records, which only go back to the 1950's, indicate that the Coast Guard Reserve has not been as small as 8,000 personnel since the earliest days of its inception more than 50 years ago.

Over the past several years, the Coast Guard Reserve has consistently faced the problem of insufficient funds. The Congress provided authorization levels that would have permitted some growth. In fact, the Coast Guard Reserve has been authorized an end strength of 15,150 each year since Fiscal Year 1990, but the funded level has steadily declined from the "high" of 12,000 in Fiscal Year 1990 to what is now planned to be an interim low of 10,510 for Fiscal Year 1993.

The difficulty in securing the necessary funding over the past several years has had its roots in the inability of the Coast Guard to identify credible mobilization manpower requirements and then obtain Department of Transportation approval of a plan to grow the Reserve Force required by the Coast Guard to meet the majority of these documented requirements.

Another source of the problem of obtaining necessary funding is poor timing. The Administration's plan to increase the size of the Coast Guard Reserve to 95 percent of its mobilization requirements did not receive final approval until DoD was starting to plan reductions in its force structure, including the Reserve Components. As we stated last year, the Coast Guard Reserve "missed the 'ride up,' but [is] certainly being programmed to 'ride down.'"

The shifting of funding sources for the Reserve Training appropriation from the historical sole dependence on the Transportation Appropriations Bill to split jurisdiction between Defense (Function 50) and Transportation (Function 400) for Fiscal Years 1992 and 1993 also adversely affected attaining adequate funding for the Coast Guard Reserve. In fact, there was not unanimous agreement either between the two houses of Congress or the Administration on whether dual funding should be used and, if so, to what degree. The result was that although the authorized personnel strength exceeded 15,000 for both these years, the funding provided would only support 11,500 and 10,510, respectively.

The request for $64 million in the Reserve Training (RT) appropriation for Fiscal Year 1994 is $9 million less than the level appropriated for Fiscal Year 1993 and is approximately $11.2 million less than is needed to maintain even 10,000 Selected Reservists.

The rationale for this dramatic reduction was given by Secretary Peña as, "This downsized force is based on the Coast Guard's review of its defense-related mobilization requirements."

It appears that the Coast Guard has forgotten that its Reserve also has the demonstrated capability to assist in the performance of the Coast Guard's peacetime missions. The Coast Guard Reserve routinely provides significant support to the active force through augmentation training and such innovative programs as "Summer Stock" where Reservists assume the full responsibility for specific search and rescue operations on the Great Lakes that are not operated on a year-round basis. Coast Guard Reservists also provided meaningful support in response to the Exxon-Valdez incident, the San Francisco earthquake, and hurricane Andrew, to name but a few of the occasions when individual Reservists have volunteered and performed essential services. Naturally, a dramatically smaller Selected Reserve will result in a proportionally smaller pool of personnel available to meet future contingencies.

The failure to take advantage of the efficiencies available through expanded use of the Reserve Component is especially puzzling in light of the past performance of Coast Guard Reservists and the knowledge that the Coast Guard Reserve has unique capabilities in law enforcement and is subject to involuntary recall by the Secretary of Transportation to respond to domestic contingencies.

ROA has been at the forefront of those calling for updated statements of manpower requirements and the development of new force-mix alternatives for each of the armed forces. The Coast Guard was not included in the independent analysis performed for DoD by the RAND corporation. Liaison with Coast Guard headquarters confirmed that the Commandant's staff is embarked on its own analysis of Coast Guard Reserve personnel requirements. But, as recently as two months ago, we were assured that there was no possibility that this task would be completed prior to this July. This fact is consistent with other information that categorizes the 8,000 figure as "preliminary" and a "best estimate." It certainly appears that the Coast Guard Reserve is programmed for an abrupt cut to a strength level that is still not based on firm requirements.

Even if these new "requirements" are subsequently validated, it is not logical to subject Coast Guard Reserve personnel to such a drastic reduction in force size in a single year, particularly in light of the fact that they are not covered by the Reserve Transition Benefits program enacted by Congress last year for DoD Reserve Components.

Indications are that the Coast Guard Reserve is already planning on reducing strength to approximately 10,000 by the end of this fiscal year by stopping new accessions. Next year, the involuntary transfer of personnel out of pay status and to the Individual Ready Reserve (IRR) will also be required to meet the projected 8,000 level.

FULL TIME SUPPORT PERSONNEL

ROA is also concerned over the projected cut in what is already the lowest level of full-time active-duty military support personnel of any Reserve Component. The President's Budget Request would lower the number of such personnel from 570 to 482. This 15 percent reduction seems inappropriate for what is acknowledged to be, by far, the lowest ratio of Selected Reserve to active-duty support personnel in any Reserve Component.

ROA has objected to such reductions on the basis that it is a prime example of counterproductive fiscal action. Improving the ratio of support personnel to Selected Reservists will increase readiness and efficiency by enabling Reservists to spend time training for their mission or assisting the active force instead of performing the many administrative support functions that are required today. Therefore, ROA recommends that the level of Full Time Support (FTS) personnel not be reduced in Fiscal Year 1994.

SUMMARY

In summary, the Reserve Officers Association supports funding the Coast Guard at least at the level requested in the President's Budget submission, $3.812 billion. In addition, ROA strongly recommends that the Coast Guard Reserve be authorized at least 10,000 Selected Reserve personnel and 570 full-time active-duty support personnel and that $11.2 million be added to the Reserve Training appropriation to fund these increased personnel levels.

Mr. Carr. Thank you. We had testimony the other day from our friends from the authorizing committee basically supporting your position. I don't know what we will be able to do. We have a lot of problems here. Many of them are not of our own making. The administration is stressing us in terms of an investment package for which there is no money and we have to make cuts.

The other offset here that is important to this particular issue is that I am not real sure we are going to be able to get a contribution from the DOD Appropriations Subcommittee this year. The Chairman of the Defense Subcommittee, Mr. Murtha, has been very generous to us in the past. My preliminary feeling about that is that we may not get it.

Commander Legg. We are a little frustrated in even who to appeal to. As you know, the request this year does not ask for anything from DOD, since we now have the administration requesting the majority party to support them in this area, so we are not looking for any and I don't have any indication that you are going to get any either. So I would recommend that you look very carefully at some of these projects that have been returned to see if we can find money there, not just from a parochial standpoint, but from a national interest viewpoint.

This Reserve component provides a lot to this country, a lot of benefits in many ways. Our economy is growing because of use of part-time personnel effectively and efficiently by American industry. Why can't the Coast Guard do the same thing?

One of the problems that we have is that the defense role of the Coast Guard is really, I think, quite small as a part of their overall budget. The bigger piece is their general law enforcement obligations for fisheries and drugs and other general law enforcement. Unfortunately the committee that appropriates most of the general law enforcement is the Commerce, Justice, State Appropriation Subcommittee. I happen to be the Vice-Chair of that committee, but it would appear that we ought to consider—perhaps we can later on—getting some help from them, because so much of what the Coast Guard does is law enforcement as opposed to transportation. We will see what we can do.

Commander Legg. Anything you can do will be appreciated.

Mr. Carr. Mr. Wolf.

Mr. Wolf. Do you think the Coast Guard should be taken out of the Department of Transportation?

Commander Legg. I am going to dance around that one. I have looked at that from a variety of perspectives for many years and I cannot find a logical place to put them because of their multi-mission role.

Mr. Wolf. Do you think that is the best place?

Commander Legg. Of all the choices today, yes, sir. People talk about commerce, defense, making them an independent agency themselves. I don't think either one of those choices will solve the problem.

Mr. Wolf. We give the Coast Guard so much. Do you think perhaps the drug effort should be reduced because they are really not drug enforcement people? When you look at the number of seizures, the amount of money they are using for drug enforcement has dropped from 14 to 9 percent. When you look at the seizures and at the manpower it takes, do you believe this is an area that perhaps DEA and Customs and traditional law enforcement agencies should be picking up and the Coast Guard should be doing the traditional Coast Guard duties in addition to oil spills, fisheries, enforcement?

What are your feelings about that?

Commander LEGG. The Commandant has a difficult job balancing all these demands. As a nation I think we have to remain concerned about drug interdiction.

Mr. WOLF. I do, too. I am probably harder on drug interdiction than anybody could be. My question is should the Coast Guard be given that function? For every $10, one goes towards drug interdiction.

Commander LEGG. I cannot provide you good advice on that because I haven't looked at it in that detail. I know they have been effective——

Mr. WOLF. They haven't been that effective. There are as much drugs coming in today as in the past.

Commander LEGG. How are they coming in?

Mr. WOLF. But it is coming in. And if you got the money, perhaps you split and put some of it into education and treatment and gave some to DEA and others, would you be getting better for a dollar? It seems once an agency gets something it never wants to give it up. I agree they are doing a good job. I don't think we are going to get a straight answer in the Coast Guard—not a wrong answer—or from the authorizing committee because every committee sort of justifies what they are doing.

I thought that as an independent observer, since you are here to testify for the Reserve, is that an area that the committee should look at cutting or what other area would be better to cut?

Commander LEGG. I cannot give you a place to cut. I think there should be more emphasis on drug awareness and demand reduction. So maybe there would be some diversion of resources there because that is an area we have not put as much resources to as we should. Within the Coast Guard I would be hard-pressed to tell you to recommend taking money from A to fund B.

Mr. WOLF. Assuming you were given the responsibility and you had to make a decision, of all the areas that the Coast Guard is involved in——

Commander LEGG. That is not a traditional role for them. It is a new role. Yes, I would agree with you that that should be looked at very carefully.

Mr. WOLF. Thank you very much.

Mr. CARR. Thank you, Commander. We appreciate your being here.

FRIDAY, MAY 7, 1993.

NATIONAL EASTER SEAL SOCIETY

WITNESSES

FRANK PINTER, EXECUTIVE DIRECTOR, MARYLAND CENTER FOR INDEPENDENT LIVING

ROSALYN SIMON, DIRECTOR, PROJECT ACTION

Mr. CARR. Our next witness is Mr. Frank Pinter of the National Easter Seal Society, accompanied by Rosalyn Simon, Director of Project ACTION. Welcome to the committee. Your statements will be made part of the record.

Ms. SIMON. Good afternoon, Mr. Chairman, and members of the subcommittee. I am Rosalyn Simon, Director of Project ACTION. The acronym is accessible community transportation in our nation. I am accompanied by Frank Pinter, the Executive Director of the Maryland Center for Independent Living.

Project ACTION was created in 1987 by this subcommittee to promote cooperation between the transit industry and the disabilities community. It is administered by the National Easter Seal Society under a cooperative agreement with the Federal Transit Administration. The 1991 intermodal Transportation Efficiency Act recognized the work of Project ACTION by authorizing $2 million per year to continue with Project ACTION type activities.

Project ACTION addressed five main priorities: Identifying persons with disabilities in the community and their transportation needs, developing market and outreach programs, developing transit training programs for consumers, developing transit personnel training programs and developing programs to eliminate technological barriers to accessible transportation.

Since 1988 Project ACTION has engaged in ground breaking research, local demonstration projects and technical assistance to promote access to transportation for persons with disabilities, as well as assist transit providers implement the transportation provisions of the Americans with Disabilities Act.

Today local communities, transit authorities and people with disabilities are directly benefitting because of the resources provided by this committee to Project ACTION and today I would like to say thank you.

I would now like to turn to Mr. Pinter who will share with you Project ACTION experiences in Baltimore.

Mr. PINTER. Mr. Chairman and members, I am actively involved in just one of the many Project ACTION demonstration programs around the country where the transit and disability communities are working together. I would like to discuss Project ACTION's current work and activities Project Action would accomplish with funding for fiscal year 1994.

Project ACTION's current projects focus on the important ADA implementation issues and address a broader spectrum of accessible transportation needs for people with disabilities.

Current projects include training people with disabilities on the use of accessible fixed route services, with particular attention given to those who are transitioning off of paratransit. As the subcommittee knows, skyrocketing paratransit costs are a major financial concern for the transit industry and for taxpayers. Project ACTION has and will continue to make a difference.

In Baltimore, Maryland, the success we have had at reducing reliance on costly paratransit is just one example of the many returns this subcommittee is getting on its investment in Project ACTION. The annual cost of providing paratransit services for persons traveling to and from work each day can run from $5,000 to $10,000. Because of Project ACTION's activities, accessible fixed route ridership increased by 50 passengers. This success in Baltimore has saved transit operators five times the cost of our grants in one year alone.

Other Project ACTION projects are reporting similar successes in increasing ridership on accessible fixed route systems. In Texas, 81 percent of those people trained in a Project ACTION demonstration project continue to use fixed route bus systems as their primary means of transportation. One of project ACTION's early projects involved disability advocates, local transit and paratransit agencies in Kalamazoo, Michigan working together to develop a methodology to identify the transportation needs of people with disabilities. The results equipped transit providers with a system to estimate ridership demand.

While reducing skyrocketing paratransit costs is vital, increasing fixed route ridership has more than just financial benefits. Since the enactment of the ADA, Project ACTION has been in the forefront of implementation activity, providing fixed route systems to people with disabilities and with the independence and access to opportunities that the ADA envisioned.

As Executive Director of an Independent Living Center, I can tell you firsthand that without access to transportation, we cannot achieve the ADA mandate of full participation in society. Since the passage of the ADA, demand for Project ACTION assistance has grown substantially. Some critics of the ADA have expressed fears that it would encourage protracted and costly litigation. Project ACTION's educational focus and success at bringing people to the table to resolve disputes has avoided costly legal battles. Project ACTION continues to play a vital role in encouraging parties to mediate before they litigate.

In fiscal year 1994 Project ACTION will focus on high impact projects to provide answers to the questions that transit systems throughout the Nation are facing as they work toward ADA compliance. Project Action is expanding the role of the National Institutes for Accessible Transportation to facilitate wide dissemination of information about Project Action and the ADA. This Institute, begun with fiscal year 1992 Project ACTION funds, will ensure that knowledge about ADA requirements gets in the hands of those who need it by promoting the replication of innovative accessible programs and technologies in a variety of local settings.

Project ACTION will also be conducting a national conference on the state of accessibility nationwide.

Mr. Chairman, to carry out these proposed activities the National Easter Seal Society recommends that $2 million be allocated to Project ACTION for fiscal year 1994. This is consistent with the funding authorized in the ISTEA and is the same level supported by this subcommittee in the current fiscal year.

Project ACTION is a credible, cost-effective and creative means of improving access to transportation for people with disabilities. Project ACTION would not be possible without the leadership of the House and Senate Transportation Appropriations Subcommittee, Chairs, members, and staff. We are grateful for this and look forward to continued collaboration.

Mr. Chairman, thank you very much for the time this afternoon. We would be pleased to answer any questions you and the subcommittee might have.

[The prepared statement of Rosalyn Simon and Frank Pinter follows:]

The Power To Overcome

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Statement of

ROSALYN SIMON
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PROJECT ACTION

and

FRANK PINTER
Executive Director
MARYLAND CENTER FOR INDEPENDENT LIVING

on

PROJECT ACTION
Past Accomplishments and Proposed Activities

before the

Subcommittee on Transportation and Related Agencies
Committee on Appropriations
U.S. House of Representatives

May 7, 1993

Mr. Chairman and members of the Subcommittee, thank you for the opportunity to appear before you this afternoon to discuss Project ACTION -- Accessible Community Transportation In Our Nation. I am Rosalyn Simon, Director of Project ACTION. I am accompanied by Frank Pinter, Executive Director of the Maryland Center for Independent Living.

This Subcommittee created Project ACTION in 1987 to enhance cooperation between transit providers and the disability community. The National Easter Seal Society administers Project ACTION, under a cooperative agreement with the Federal Transit Administration (FTA). In enacting the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), Congress recognized Project ACTION's important contributions by authorizing some $2,000,000 per year from the FTA national programs research budget for Project ACTION type activities and strongly endorsing the efforts of Project ACTION via report language. In creating Project ACTION, Congress expressed five priorities. First, to identify people with disabilities and their transit needs. Second, to develop outreach and marketing efforts. Third, to develop training programs for transit personnel. Fourth, to develop training programs for transit users with disabilities. And fifth, to apply technology to eliminate barriers to transportation and accessibility. To fulfill this mission, Project ACTION has engaged in ground breaking research, demonstration projects and technical assistance to improve access to public transportation for people with disabilities.

Mr. Chairman, today communities, transit authorities and people with disabilities are directly benefiting because of the resources provided by this Subcommittee via Project ACTION. My most important mission today, on behalf of all of them, is to say to this Subcommittee: Thank you.

Now I would like to turn to Mr. Pinter for a brief overview of Project ACTION and how it has made a difference in the lives of people with disabilities in Baltimore.

Project ACTION Review

(PINTER) Mr. Chairman, I am Frank Pinter, Executive Director of the Maryland Center for Independent Living. It is a pleasure to be here and to echo Ms. Simon's thank you. I am actively involved in just one of the many Project ACTION demonstration programs around the country where the transit and disability communities are working together in effective partnerships.

I would like to discuss very briefly Project ACTION's current work and the activities Project ACTION would accomplish with funding for FY94. Project ACTION's current projects focus on the important ADA implementation issues and address a broader spectrum of accessible transportation needs for people with disabilities. Current projects include the training of people with disabilities on their rights and responsibilities under the ADA and on the use of accessible fixed route services. Project ACTION is training school age youngsters, high school graduates, and older Americans on the use of accessible fixed route services with particular attention given to those who are transitioning off of paratransit.

As this Subcommittee knows, skyrocketing paratransit costs are a major financial concern for the transit industry and for taxpayers. Project ACTION has and will continue to make a difference here. In Baltimore, the success we have had at reducing reliance on costly paratransit is just one example of the many returns this Subcommittee is getting on its investment in Project ACTION. The annual cost of providing paratransit services for persons travelling to and from work each day can run from 5 to 10 thousand dollars. Because of Project ACTION's activities in Baltimore, accessible fixed route ridership increased by 50 passengers. Project ACTION's success in Baltimore at getting passengers onto fixed routes has saved transit operators 5 times the cost of our grant in one year alone.

Other Project ACTION projects are reporting similar successes in increasing ridership on accessible fixed route systems. In Texas, 81 percent of those persons trained in a Project ACTION demonstration project are currently using fixed route bus systems as their primary means of transportation. One of Project ACTION's early projects involved disability advocates and local transit and paratransit agencies in Kalamazoo, Michigan who worked together to develop a methodology to identify the transportation needs of people with disabilities. Project ACTION contracted with Western Michigan University's Kercher Center for Social Research to verify and analyze data on the transportation needs of persons with disabilities. The results of this work has equipped transit providers with a system to estimate ridership demand.

While reducing skyrocketing paratransit costs is vital, increasing fixed route ridership has more than just financial benefits. Shortly after Project ACTION formally commenced, Congress made a major contribution to the lives of people with disabilities by enacting the Americans with Disabilities Act (ADA). Since the enactment of the ADA, Project ACTION has been at the forefront of implementation activities. Riding fixed route systems provides people with disabilities with the independence and access to opportunity that the ADA envisioned. As executive director of an independent living center, I can tell you firsthand that without access to transportation we cannot achieve the ADA's promise of full participation in society for people with disabilities.

Since the passage of the ADA, demand for Project ACTION assistance has grown substantially. Some critics of the ADA have expressed fears that the ADA would encourage protracted and costly litigation. Project ACTION's educational focus and success at bringing people to the table to resolve disputes has avoided costly legal battles that could undermine public support for the ADA. Project ACTION continues to play a vital role in encouraging parties to mediate before they litigate. Project ACTION's continuing efforts can ensure that we focus our limited energies and financial resources on advancing the best interests of people with disabilities and not on costly litigation. In the coming year, Project ACTION will focus on "high impact" projects to provide answers to the questions that transit systems throughout the nation are facing as they work toward ADA compliance.

Project ACTION is expanding the role of the National Institute for Accessible Transportation (NIAT) to facilitate wide dissemination of information about Project ACTION and the ADA. This Institute, begun with FY92 Project ACTION funds, will ensure that knowledge about ADA requirements gets in the hands of those who need it by promoting the replication of innovative accessible programs and technologies in a variety of local settings. Project ACTION will also be conducting a national conference on Project ACTION, highlighting research results, ADA implementation, and the national state of accessibility.

Mr. Chairman, in order to carry out the program of continuity and innovation outlined above, the National Easter Seal Society recommends that $2,000,000 be allocated to Project ACTION for FY94. This is consistent with the funding authorized in the ISTEA and is the same level supported by this Subcommittee in the current fiscal year. We understand the fiscal constraints under which the Subcommittee must operate, however, Project ACTION is a credible, cost-effective and creative means of engaging disability and transit interests in improving access to transportation for people with disabilities.

Project ACTION would not be possible without the leadership of the House and Senate Transportation Appropriations Subcommittee chairs, members and staff. We are deeply grateful for this and look forward to continued collaboration. Mr. Chairman, thanks very much for the time this afternoon. Ms. Simon and I would be pleased to answer any questions you and the Subcommittee might have.

Mr. Carr. Thank you for being here. We really appreciate your testimony.

Mr. Wolf?

Mr. Wolf. No questions. Thank you very much.

Mr. Carr. Thank you so much.

FRIDAY, MAY 7, 1993.

LINK, CHELAN-DOUGLAS COUNTY PTBA

WITNESS

KEN HAMM, GENERAL MANAGER, LINK, CHELAN-DOUGLAS COUNTY PTBA, WENATCHEE, WASHINGTON

Mr. CARR. Our next witness is Mr. Ken Hamm, who is the General Manager of LINK from Wenatchee, Washington. Welcome to Washington.

Mr. HAMM. Mr. Chairman, it is a pleasure to represent central Washington today. I want to share a vision, a vision that is becoming a reality in north central Washington, a vision that exemplifies the multi-modal philosophy that ISTEA is built on, a vision that will create a national model in rural multi-modal applications.

In creating public transit 2½ years ago the citizens of north central Washington voted to tax themselves at four-tenths of a percent of sales tax. They voted to develop a prepaid, fare-free transit system. They had a vision of a system that was accessible to everyone, that was an asset to economic development, that involved regional transportation issues, supported growth management and was environmentally sensitive. The vision was to link the rural communities of north central Washington together providing mobility for all its citizens. Thus the name LINK, the public transit system was created.

Link has been extremely successful, serving a rural two-county area in excess of 3,500 square miles, a population base of approximately 70,000 people. A further part of the vision of our citizens was to create a transportation network. Last year we came to this committee with a great vision focused on changing peoples' habits and focused on system solutions. We came to you with a multi-modal project that challenged public and private transportation providers to collectively develop the region's transportation network.

In Wenatchee, considered the hub of north central Washington, we have an extensive pedestrian bike trail system. We have passenger rail service by AMTRAK. We have new beautiful airport terminals served by Horizon. We have an inner city bus system provided by Greyhound and Empire, and we have a public transit system providing fixed routes and paratransit services for the entire north central Washington area. We have all the multi-modal ingredients that ISTEA had identified.

Last year Congress saw the vision of this project as a national role model. The committee supported the Wenatchee multi-modal project by providing $2 million of the total $8.2 million requested. At that time they said the project would be best funded over a three-year period, so we are back asking you continue to share the vision of this project by supporting our request for $3.1 million for the second year, fiscal year 1994. Wenatchee is indeed the hub of this region of Washington State. It is the medical, educational, retail, agricultural, shipping hub for north central Washington.

By supporting this project you create an integrated transportation network and you create the regional infrastructure necessary to retain the region's quality of life, to improve the region's economic opportunities and to help preserve our pristine environment. The criteria this committee has developed were similar to the criteria our constituency developed last year and in subsequent efforts. We believe we have addressed formal testimony in the accompanying materials. We hope you will continue to share this vision with us. We ask that you continue to recognize this project as the national rural model for multi-modal development and that you continue to recognize the benefit this infrastructure would provide to north central Washington, and we ask you to support our $3.1 million request.

Thank you for the opportunity today. I would be glad to answer any questions about the project.

Mr. CARR. I have no questions.

Mr. Wolf?

Thank you for coming. We really appreciate what you are doing out there. We look forward to working with you.

Mr. HAMM. Thank you very much.

[The prepared statement of Ken Hamm follows:]

TESTIMONY OF THE
WENATCHEE MULTI-MODAL CENTER
BEFORE THE
HOUSE SUBCOMMITTEE ON
TRANSPORTATION APPROPRIATIONS

MAY 7, 1993

STATEMENT BY
KEN HAMM
GENERAL MANAGER, LINK
CHELAN-DOUGLAS COUNTY PTBA
WENATCHEE, WASHINGTON

MR. CHAIRMAN AND SUBCOMMITTEE MEMBERS. MY NAME IS KEN HAMM. I AM GENERAL MANAGER OF LINK, THE CHELAN-DOUGLAS COUNTY PTBA WHICH TRULY LINKS ALL OF NORTH CENTRAL WASHINGTON STATE.

MR. CHAIRMAN, THANK YOU FOR INVITING ME TO SPEAK BEFORE YOUR SUBCOMMITTEE TO SHARE OUR VISION -- A VISION WHICH IS BECOMING A REALITY AND I OFFER IT TO YOU AS A STANDARD IN MULTI-MODAL DEVELOPMENT .

MR. CHAIRMAN, IN 1988 A GROUP OF CITIZENS HAD A VISION. TRANSPORTATION HAD BEEN IDENTIFIED IN NUMEROUS COMMUNITY SURVEYS TO BE ONE OF THE BIGGEST NEEDS THAT EXISTED IN THE NORTH CENTRAL WASHINGTON AREA. THEIR VISION WAS TO CREATE A PUBLIC TRANSPORTATION SYSTEM FOR CHELAN AND DOUGLAS COUNTIES THAT WOULD LINK COMMUNITIES TOGETHER. THE SYSTEM NEEDED TO BE AVAILABLE TO EVERYONE, NO MATTER WHAT THEIR AGE, INCOME LEVEL, RACE, OR PHYSICAL OR MENTAL CONDITION. THE SYSTEM WOULD HELP PROMOTE THE REGION, PROVIDE QUALITY AND RELIABLE SERVICE, ADDRESS REGIONAL TRANSPORTATION ISSUES THAT SUPPORT PLANNED GROWTH AND ARE ENVIRONMENTALLY SENSITIVE TO THE AREA'S NEEDS, AND BE AFFORDABLE TO USE.

OVER THE NEXT TWO YEARS THOSE CITIZENS WERE JOINED BY OTHERS, INCLUDING COMMUNITY AND BUSINESS LEADERS AND ELECTED OFFICIALS. MANY PUBLIC MEETINGS WERE HELD AND A COURSE OF ACTION DEVELOPED. THE PUBLIC TRANSPORTATION BENEFIT AREA BECAME A REALITY IN SEPTEMBER 1990, WHEN VOTERS PASSED A .4% SALES TAX TO FUND A FARE-FREE TRANSIT OPERATION. IT ALSO MEANT THAT LOCAL MOTOR VEHICLE EXCISE TAX, MONEY THAT HAD BEEN GOING INTO THE STATE'S GENERAL FUND, COULD NOW BE KEPT AT "HOME" AND TAPPED FOR TRANSIT. THE VISION AND SUCCESSFUL VOTE FOR A TRANSIT SYSTEM WAS HAILED BY MANY AS ONE OF THE TRULY COOPERATIVE VENTURES THE BI-COUNTY AREA HAD ACCOMPLISHED. BY NAMING THE SYSTEM "LINK", THEY ALSO APTLY CONVEYED THE IDEA OF WHAT THE TRANSIT SYSTEM WOULD HOPE TO ESTABLISH.

PUBLIC TRANSIT SERVICE BEGAN IN DECEMBER, 1991, SERVING AN AREA IN EXCESS OF 3,500 SQUARE MILES AND A POPULATION OF OVER 70,000. NOW, A YEAR LATER, LINK HAS BEEN ACKNOWLEDGED AS AN OVERWHELMING SUCCESS. THAT FACT IS NOT ONLY REFLECTED IN OVER 1 MILLION BOARDINGS (4 YEARS SOONER THAN PROJECTED), BUT THE SYSTEM HELPS MAKE ALL OUR COMMUNITIES AND RETAIL BUSINESSES AND SERVICES MORE ACCESSIBLE FOR RESIDENTS AS WELL AS TOURISTS, OPENS THE LABOR MARKET FOR EMPLOYERS AS WELL AS EMPLOYEES, INCREASES THE AVAILABILITY OF HOUSING OPTIONS IN THE

REAL ESTATE MARKETS, PROVIDES MANY SENIOR CITIZENS AND DISABLED PEOPLE THE ABILITY TO BECOME MORE INDEPENDENT (LINK ALSO CONTRACTS WITH TRANSLINK TO PROVIDE BI-COUNTY PARA-TRANSIT SERVICE) AND HAS HAD A POSITIVE IMPACT ON THE LOCAL ECONOMY. THE LIST GOES ON, BUT YOU GET THE IDEA. LINK'S BOARD OF DIRECTORS, THE PUBLIC OFFICIALS THAT REPRESENT THE TOWNS AND COUNTIES LINK SERVES, ARE EQUALLY PLEASED THAT THE SYSTEM HAS BEEN A BOON TO THE PEOPLE OF THEIR COMMUNITIES. IN SHORT, THE INVESTMENT IS PAYING BACK. ADDITIONALLY, SO WILL THE WENATCHEE MULTI-MODAL CENTER.

LAST YEAR WE CAME TO YOU WITH A VISION FOCUSED ON THE NEED TO CHANGE PEOPLE'S TRANSPORTATION HABITS AND TO PROVIDE TRANSPORTATION SYSTEM SOLUTIONS TO ALREADY EXISTING PROBLEMS. WE ALSO HAD A NEED FOR AN OFF-STREET TRANSFER CENTER. THE CHALLENGE WAS COORDINATING A COOPERATIVE EFFORT BETWEEN BOTH PUBLIC AND PRIVATE TRANSPORTATION PROVIDERS WHO IN THE PAST OPERATED INDIVIDUALLY. THE WENATCHEE MULTI-MODAL CENTER WOULD PROVIDE PEDESTRIAN AND BICYCLE ACCESS TO THE RIVER FRONT PARK TRAIL SYSTEM (A BICYCLE AND PEDESTRIAN TRAIL WHICH FOLLOWS BOTH SIDES OF THE COLUMBIA RIVER AND IS JOINED AT EACH END OF TOWN BY BRIDGES), A PASSENGER TRAIN PLATFORM BEHIND THE WENATCHEE CONVENTION CENTER, TRANSIT SHUTTLE

SERVICE TO PANGBORN AIRPORT, AND A TRANSPORTATION CENTER THAT WOULD ACCOMMODATE TAXI SERVICE, GREYHOUND, EMPIRE LINES, AND LINK BUSSES, AS WELL AS PROVIDE A WAITING ROOM, RESTROOMS, INFORMATION BOOTH AND POSSIBLY FOOD SERVICES. THE COMPLEX WOULD HELP COORDINATE MOBILITY, ENHANCE ECONOMIC DIVERSITY, SUSTAIN THE ENVIRONMENT, AND PROVIDE SOCIAL OPPORTUNITY THROUGHOUT THE REGION.

ADDITIONALLY, THE CITY OF WENATCHEE IS THE RECOGNIZED GEOGRAPHIC AND ECONOMIC HUB OF THIS REGION. KEY COMPONENTS OF THAT ANALYSIS WERE PROXIMITY TO THE GREATEST NUMBER OF EMPLOYERS, FINAL DESTINATION OF LARGEST SHARE OF USERS, EFFICIENT TRAFFIC INTEGRATION, CONSISTENCY WITH TIMED TRANSFER SYSTEM DESIGN, MINIMIZED USER TRAVEL TIME, AND CONNECTIBILITY WITH OTHER TRAVEL MODES. THE CONNECTION OF MANY PASSENGER MODES AT A COMMON HUB, WITH MOVEMENT ORCHESTRATED BETWEEN LOCAL, REGIONAL, AND NATIONAL DESTINATIONS, WILL UNIFY THE REGION AS A SINGLE, INTEGRATED ORIGIN OR DESTINATION.

THE CREATION OF A MULTI-MODAL TRANSPORTATION NETWORK WOULD ALSO HELP AVERT THE KINDS OF PROBLEMS FACING MANY COMMUNITIES WEST OF THE CASCADE MOUNTAINS. FOR EXAMPLE, WITH THE POPULATION GROWTH PROJECTED TO GROW ALMOST 30 % IN THE CHELAN-

DOUGLAS COUNTY AREA IN LESS THAN TEN YEARS, THE MULTI-MODAL CENTER IS A VISION FOCUSED ON MEETING THE DEMAND FOR SERVICES AND RETAINING THE QUALITY OF LIFE CURRENTLY ENJOYED IN THIS REGION.

THE DEVELOPMENT OF A MULTI-MODAL FACILITY IS LIKE NO OTHER PROJECT. KEY TO THE SUCCESS OF MULTI-MODAL TRANSPORTATION IS PROVIDING A SENSE OF OWNERSHIP WITH PUBLIC AND PRIVATE PARTNERS. INTERMODALISM REQUIRES MORE THAN COORDINATION BETWEEN STATE AND FEDERAL AGENCIES -- IT MEANS MORE THAN PUBLIC HEARINGS. OWNERSHIP AS A PARTNER MUST BE FELT BY YOUR LOCAL, COUNTY, STATE AND FEDERAL ORGANIZATIONS; BY EACH OPERATOR, WHETHER IT BE AMTRAK, GREYHOUND, BICYCLE ORGANIZATIONS, OR THE LOCAL TAXI SERVICE; AND AS IMPORTANTLY, BY LOCAL BUSINESS OWNERS, RESIDENTS, SENIOR CITIZENS, ENVIRONMENTAL ORGANIZATIONS, AND THE MEDICAL COMMUNITY.

MULTI-MODAL IS MORE THAN INTEGRATED TRANSPORTATION -- IT IS THE CREATION OF A HUB-AND-SPOKE SYSTEM (PROVEN SUCCESSFUL IN THE AIRLINE INDUSTRY) WITHIN THE DOWNTOWN CORE.

LAST YEAR YOU SUPPORTED THE WENATCHEE MULTI-MODAL CENTER BY PROVIDING AN INITIAL $ 2 MILLION OF THE TOTAL $ 8.2 MILLION NEEDED IN FEDERAL FUNDS. WE ASK

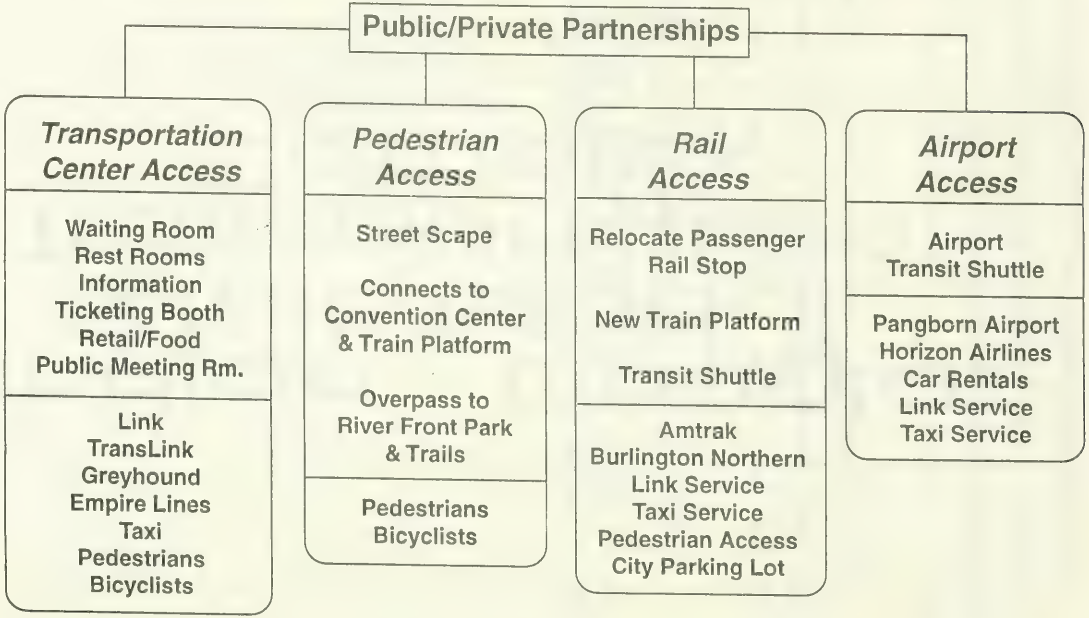
THAT YOU CONTINUE TO SHARE THE VISION OVER THE NEXT TWO YEARS BY SUPPORTING OUR REQUEST OF $ 3.1 MILLION IN 1993 AND $ 3.1 MILLION IN 1994, TOTALING THE $ 8.2 MILLION FOR COMPLETION OF THE PROJECT.

SHARE THE VISION. . . AGREEMENT ON A COMMON VISION BY PUBLIC AND PRIVATE INTERESTS CREATES A WHOLE THAT IS GREATER THAT THE SUM OF ITS PARTS. NOW IS THE TIME TO PUT INTO PLACE THE PIECES OF THE REGIONAL INFRASTRUCTURE THAT RETAIN THE QUALITY OF LIFE FOR FUTURE GENERATIONS AND IMPROVE THIS REGION'S ECONOMIC OPPORTUNITIES. IT'S MOBILITY, IT'S JOBS, IT'S FOR US ALL.

Chelan - Douglas Multi-Modal Transportation Complex

February 2, 1993

Multi-Modal Complex Elements



Public/Private Partnerships

Transportation Center Access

Waiting Room
Rest Rooms
Information
Ticketing Booth
Retail/Food
Public Meeting Rm.

Link
TransLink
Greyhound
Empire Lines
Taxi
Pedestrians
Bicyclists

Pedestrian Access

Street Scape

Connects to Convention Center & Train Platform

Overpass to River Front Park & Trails

Pedestrians
Bicyclists

Rail Access

Relocate Passenger Rail Stop

New Train Platform

Transit Shuttle

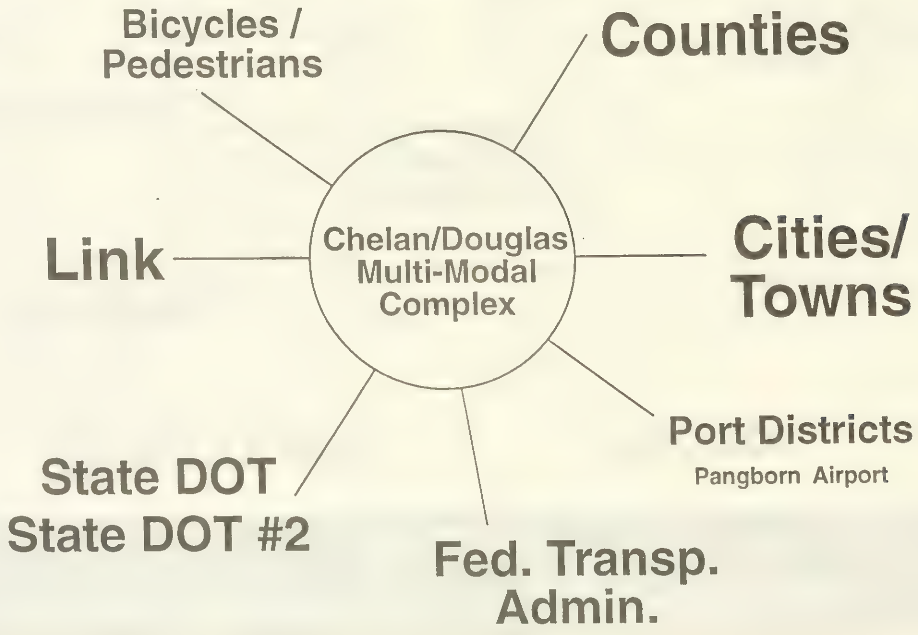
Amtrak
Burlington Northern
Link Service
Taxi Service
Pedestrian Access
City Parking Lot

Airport Access

Airport Transit Shuttle

Pangborn Airport
Horizon Airlines
Car Rentals
Link Service
Taxi Service

Multi-Modal Complex Partners
Public



Chelan/Douglas Multi-Modal Complex

Counties

Cities/ Towns

Port Districts

Pangborn Airport

Fed. Transp. Admin.

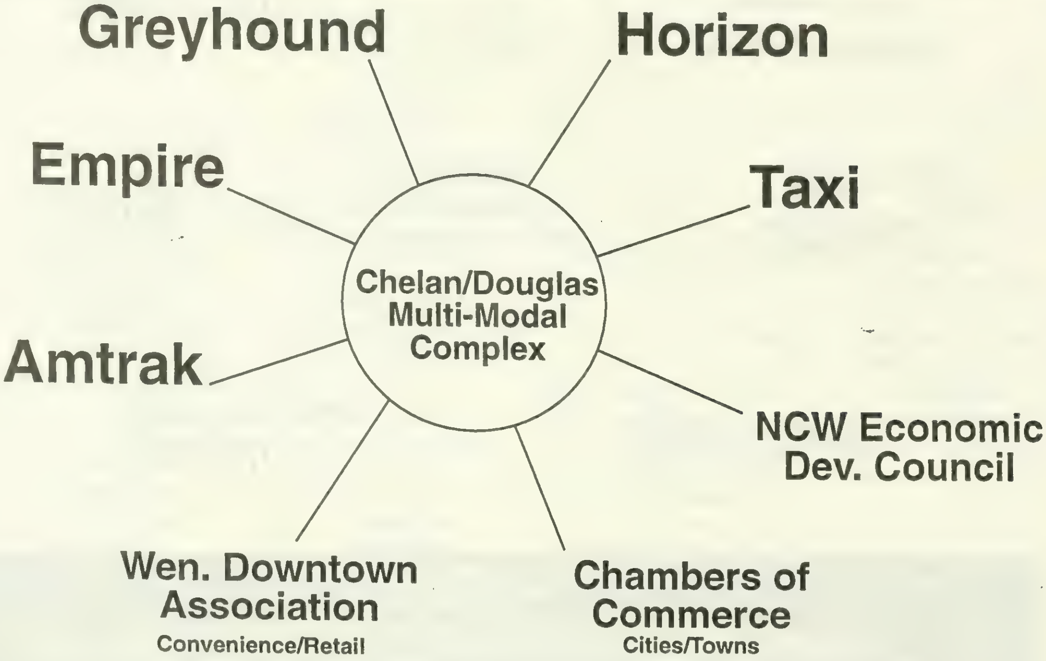
State DOT

State DOT #2

Link

Bicycles / Pedestrians

Multi-Modal Complex Partners
Private



Greyhound

Horizon

Empire

Taxi

Chelan/Douglas
Multi-Modal
Complex

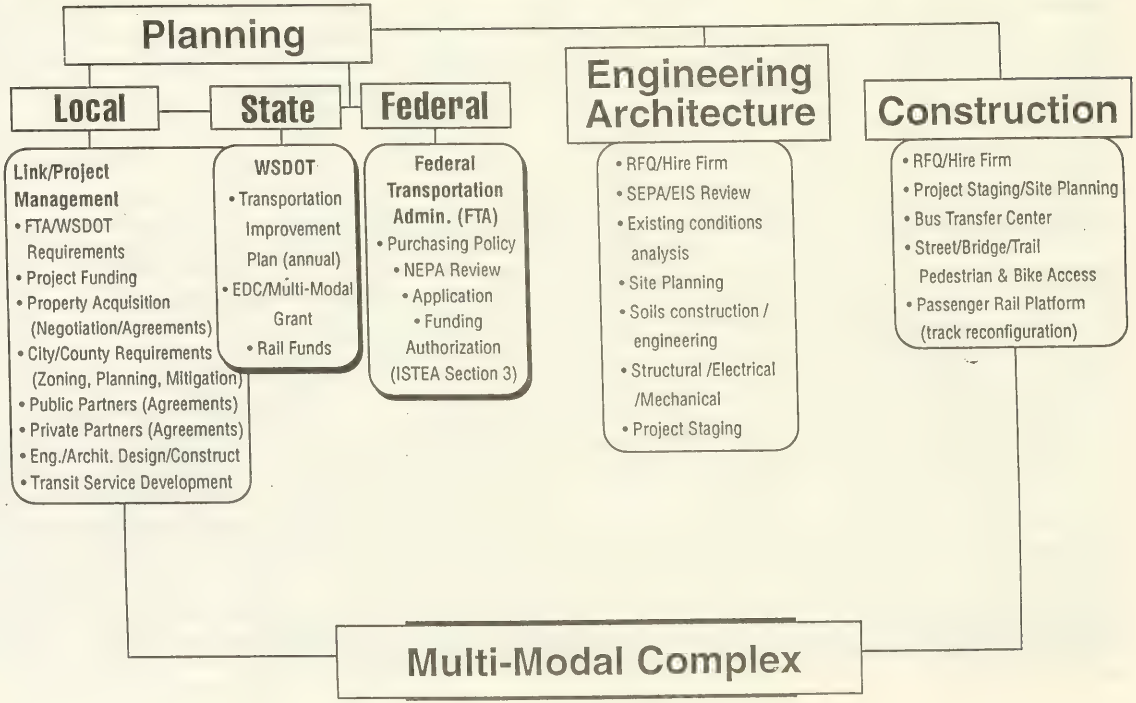
Amtrak

NCW Economic
Dev. Council

Wen. Downtown
Association
Convenience/Retail

Chambers of
Commerce
Cities/Towns

PROJECT ELEMENTS



Planning

Local

Link/Project Management
- FTA/WSDOT Requirements
- Project Funding
- Property Acquisition (Negotiation/Agreements)
- City/County Requirements (Zoning, Planning, Mitigation)
- Public Partners (Agreements)
- Private Partners (Agreements)
- Eng./Archit. Design/Construct
- Transit Service Development

State

WSDOT
- Transportation Improvement Plan (annual)
- EDC/Multi-Modal Grant
- Rail Funds

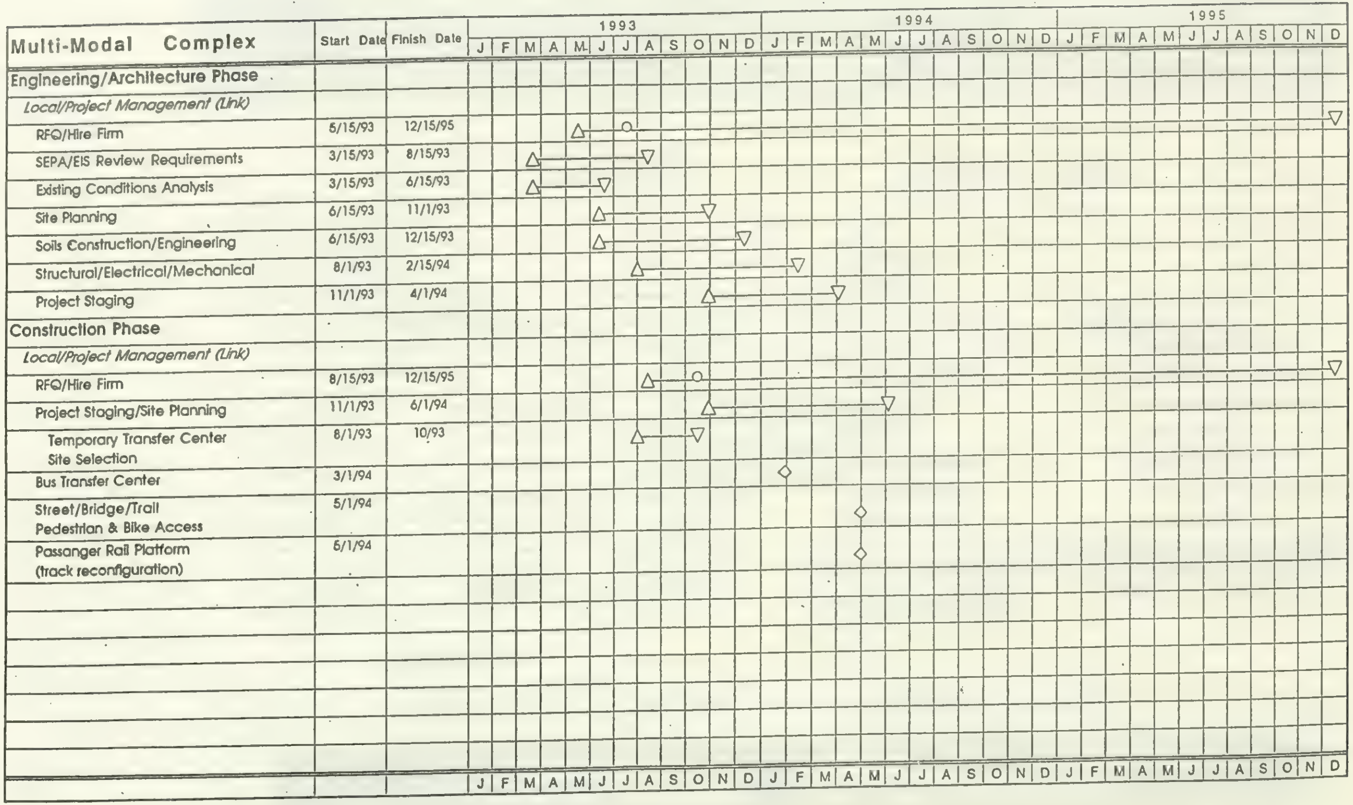
Federal

Federal Transportation Admin. (FTA)
- Purchasing Policy
- NEPA Review
- Application
- Funding Authorization (ISTEA Section 3)

Engineering Architecture
- RFQ/Hire Firm
- SEPA/EIS Review
- Existing conditions analysis
- Site Planning
- Soils construction / engineering
- Structural /Electrical /Mechanical
- Project Staging

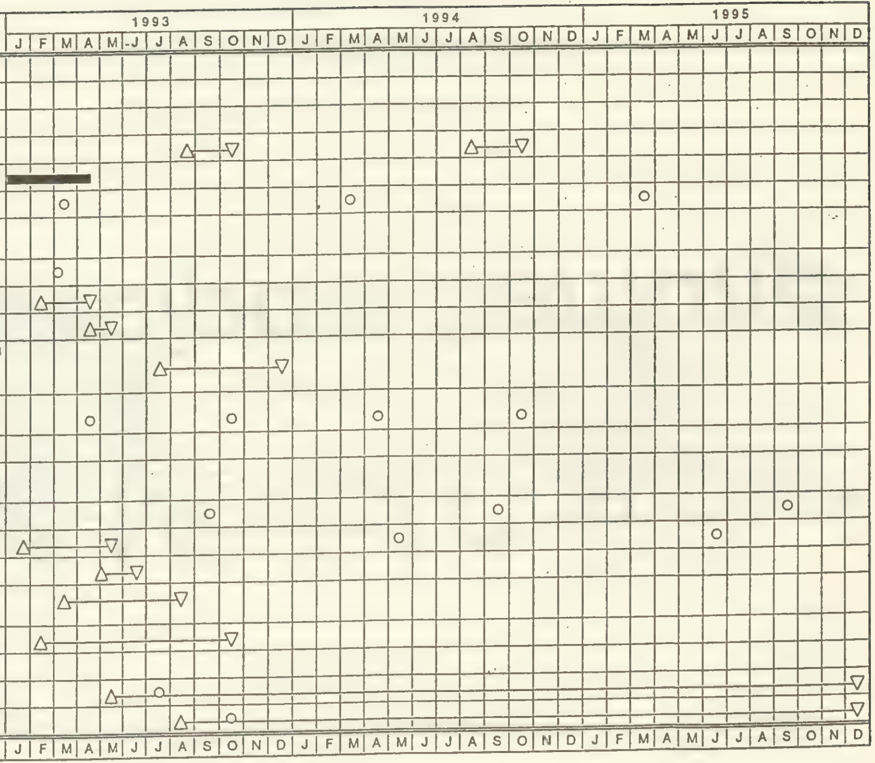
Construction
- RFQ/Hire Firm
- Project Staging/Site Planning
- Bus Transfer Center
- Street/Bridge/Trail Pedestrian & Bike Access
- Passenger Rail Platform (track reconfiguration)

Multi-Modal Complex



Multi-Modal Complex	Start Date	Finish Date
Engineering/Architecture Phase		
Local/Project Management (Link)		
RFQ/Hire Firm	5/15/93	12/15/95
SEPA/EIS Review Requirements	3/15/93	8/15/93
Existing Conditions Analysis	3/15/93	6/15/93
Site Planning	6/15/93	11/1/93
Soils Construction/Engineering	6/15/93	12/15/93
Structural/Electrical/Mechanical	8/1/93	2/15/94
Project Staging	11/1/93	4/1/94
Construction Phase		
Local/Project Management (Link)		
RFQ/Hire Firm	8/15/93	12/15/95
Project Staging/Site Planning	11/1/93	6/1/94
Temporary Transfer Center Site Selection	8/1/93	10/93
Bus Transfer Center	3/1/94	
Street/Bridge/Trail Pedestrian & Bike Access	5/1/94	
Passanger Rail Platform (track reconfiguration)	5/1/94	

Multi-Modal Complex	Start Date	Finish Date
Planning Phase		
Local/Project Management (Link)		
-WSDOT Requirements		
Transportation Improvemnt Plan	9/15/92	10/1/95
Multi-Modal Grant (EDC)	5/15/92	5/15/93
Additional Funding/Rail	10/92	10/95
Federal Transportation Admin. Requirements		
Link Purchasing Policies	1/15/93	3/2/93
RFQ/NEPA Site Review	2/15/93	4/1/93
Application for Funds	4/15/93	5/1/93
Funding Authorization (ISTEA Section 3: $2 Million) Property/Engineering/Design	7/1/93	12/31/93
Petition for Section 3 Funds ($6.2 Million) Construction	4/1/93	10/15/94
Project Management		
Transfer Center Site Review/Selection	4/92	11/92 Completed
WSDOT Requirements (annual update)	9/15/92	10/1/95
FTA Requirements (annual update)	1/15/93	5/1/93
Property Negoiations/Purchase	5/1/93	6/15/93
City/County Requirements (zoning,planning,mitigation)	3/15/93	8/15/93
Public Partner Agreements (Design)	2/15/93	10/15/93
Private Partner Agreements(Design)		
Engineering/Design (RFQ/Hire Firm)	5/15/93	12/15/95
Construction (RFQ/Hire Firm)	8/15/93	12/15/95

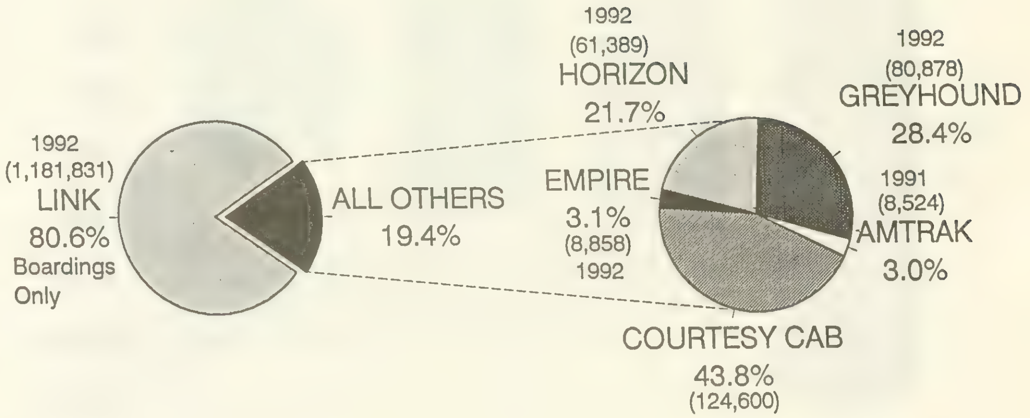


Multi-Modal Complex

Participant Demand

ANNUAL DEMAND FOR PARTICIPANT OPERATORS

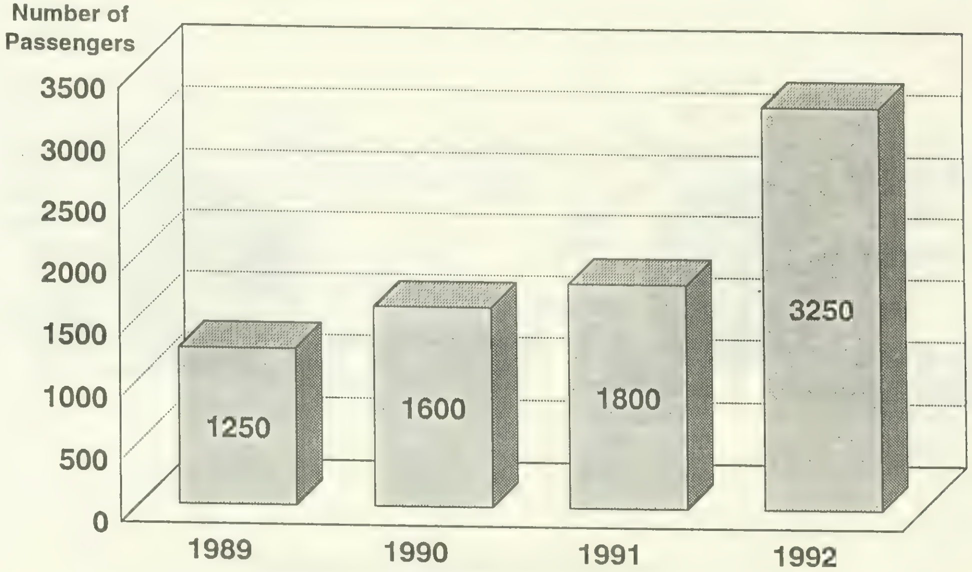
(Total Trips Served : 1,466,380)



Chelan - Douglas Multi-Modal Transportation Complex

Source: By Operators; 1993

LDF Associates



HORIZON AIR

MONTHLY PASSENGERS FOR WENATCHEE (JULY DATA)

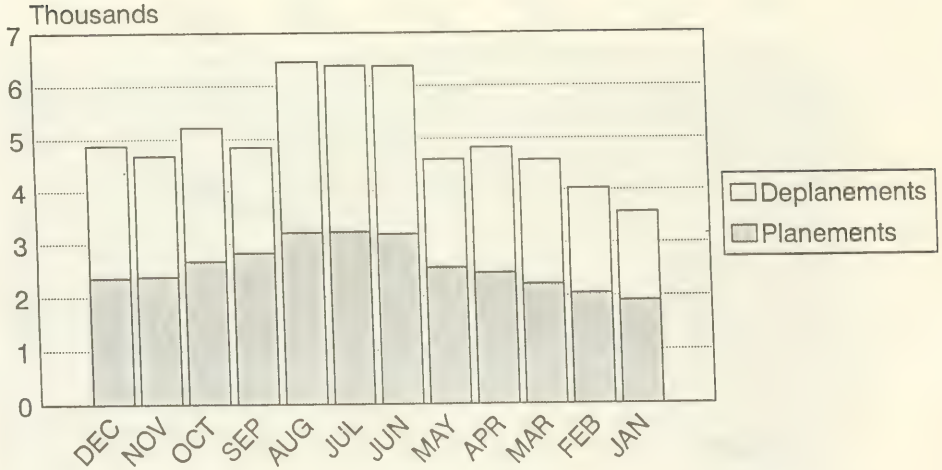
Chelan - Douglas Multi-Modal Transportation Complex

Source: Horizon Airlines; 1992

LDF Associates

HORIZON AIR

1992 MONTHLY PLANEMENTS AND DEPLANEMENTS



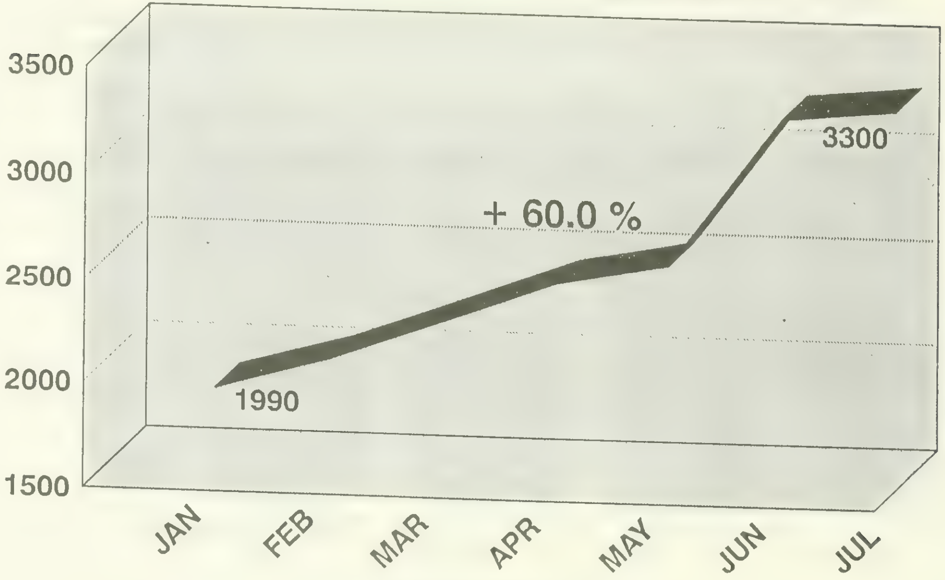
Chelan - Douglas Multi-Modal Transportation Complex

Source: Horizon Air; 1993

LDF Associates

HORIZON AIR

WENATCHEE BOARDINGS JANUARY-JULY 1992



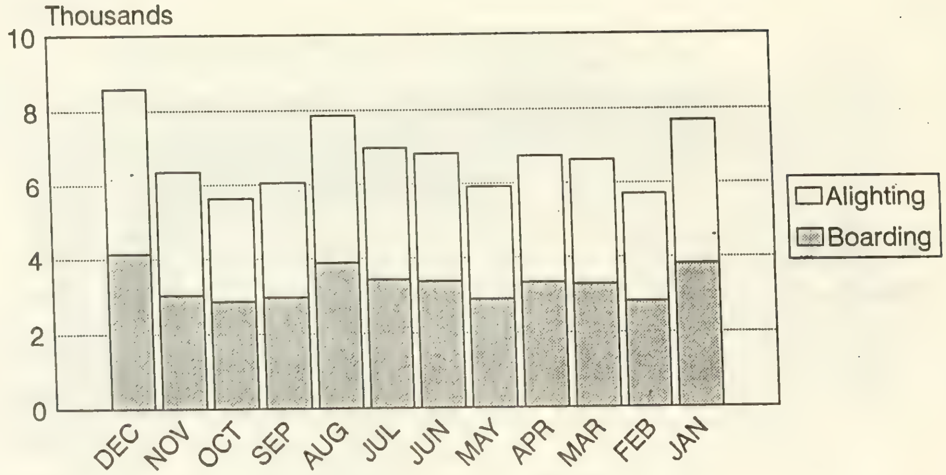
Chelan - Douglas Multi-Modal Transportation Complex

Source: Horizon Airlines; 1992

LDF Associates

GREYHOUND

1992 MONTHLY BOARDINGS AND ALIGHTINGS FOR WENATCHEE



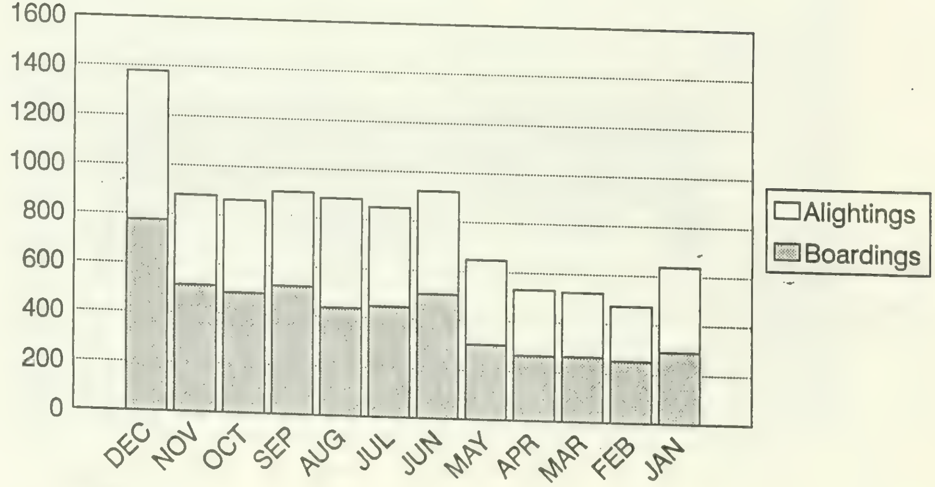
Chelan - Douglas Multi-Modal Transportation Complex

Source: Greyhound; 1993

LDF Associates

EMPIRE LINES

1992 MONTHLY BOARDINGS AND ALIGHTINGS FOR WENATCHEE AND LEAVENWORTH



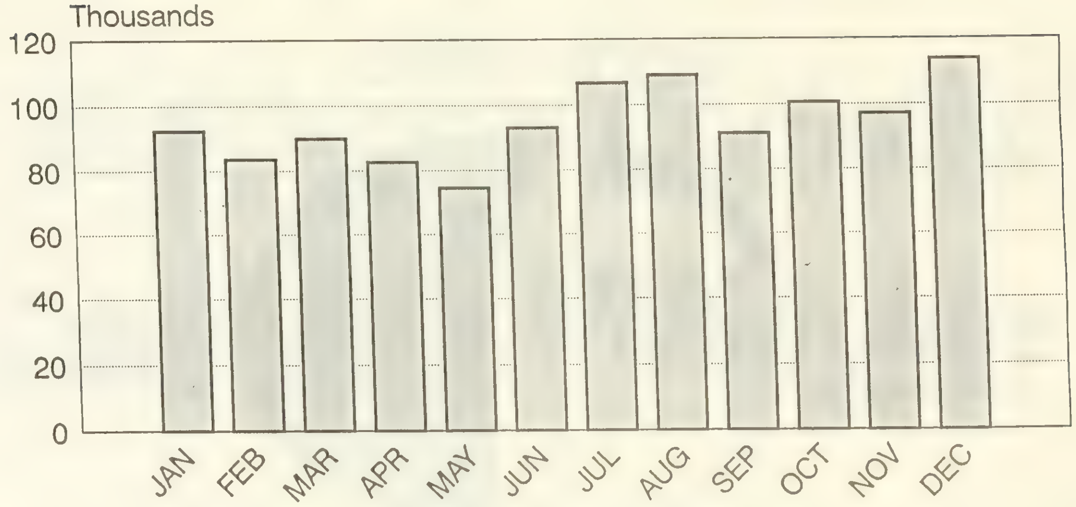
Chelan - Douglas Multi-Modal Transportation Complex

Source: Empire Lines, Spokane; 1993

LDF Associates

LINK

1992 TOTAL MONTHLY BOARDINGS



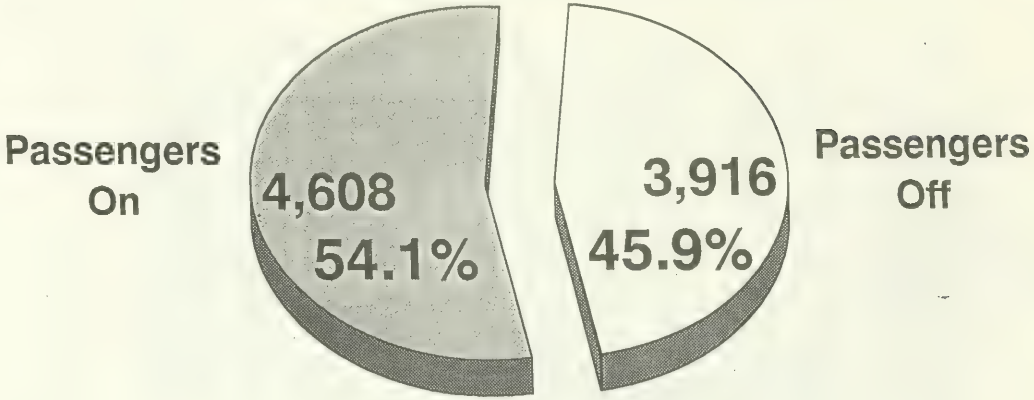
Chelan - Douglas Multi-Modal Transportation Complex

Source: Link; 1993

LDF Associates

AMTRAK

TOTAL WENATCHEE PASSENGERS; FY91



Total = 8,524

Chelan - Douglas Multi-Modal Transportation Complex

Source: Amtrak - Washington, D.C. Office; 1992

LDF Associates

Multi-Modal Complex

Downtown Wenatchee

What Does A Multi-Modal Complex Do For Downtown Wenatchee

- ✓ Develops A Regional Transportation Hub In Downtown Wenatchee
- ✓ Enhances Downtown Wenatchee As A Destination
- ✓ Increases Tourist And Local Demand On Downtown
- ✓ Increases Economic Strength

What Does A Multi-Modal Complex Do For Downtown Wenatchee

- ✓ Concentrated Growth And Expansion Vs. Sprawl
- ✓ Significant Investment In Local Economy From Outside Sources
- ✓ Benefits Directly From Construction/Labor Force
- ✓ Increases Foot Traffic And Demand For Retail/Services

Typical Services That Locate Adjacent To A Multi-Modal Complex

- Daycare Center
- Convenience Store
- Florest Stand
- Dry Cleaner/Tailor
- Video Rental
- Newspaper/Magazine Vendor
- Takeout Food Vendors
- Coffee/Pastry Vendor
- FAX/Copy Center
- Shoe Repair
- Pharmacy
- Film Processing
- Package Delivery
- Mobile Library
- Postal Contract Station

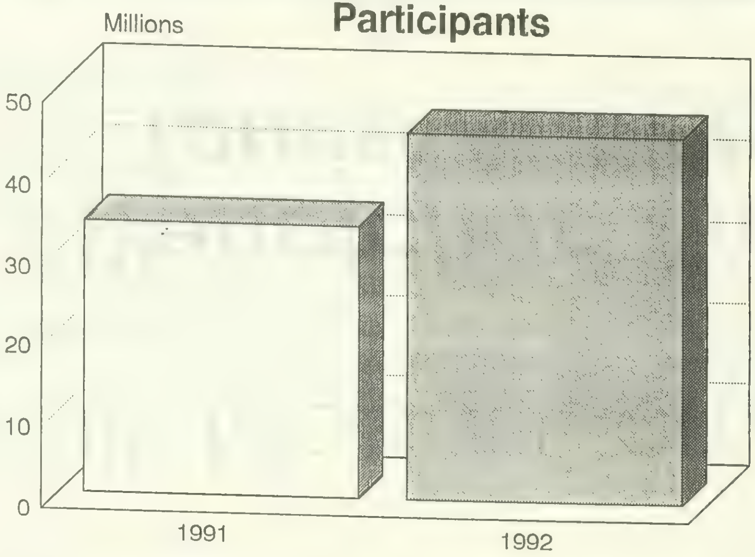
Source: Park and Ride Facilities
Central Puget Sound 1989 WSDOT

Multi-Modal Complex

Wenatchee Area Tourist Activity

Increased Tourist Activity

Revenue Generated by Convention Delegates and Event Participants



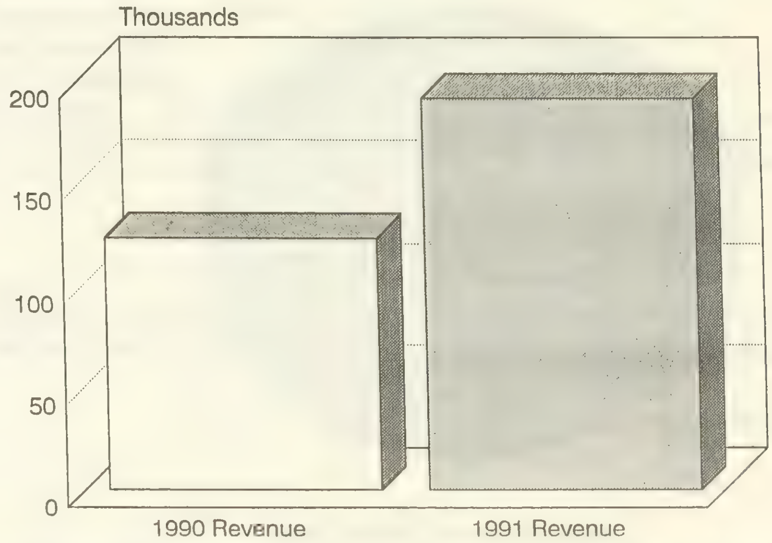
CHELAN DOUGLAS MULTI MODAL TRANSPORTATION COMPLEX

Source: Wenatchee Area Visitor and Convention Bureau - based on formula developed by the Washington State Department of Trade and Economic Development

LDF Associates
Date: 1-27-93

Increased Tourist Activity

Hotel - Motel Tax (Wenatchee) 1990-1991



CHELAN DOUGLAS MULTI MODAL TRANSPORTATION COMPLEX

Date: 1-27-93

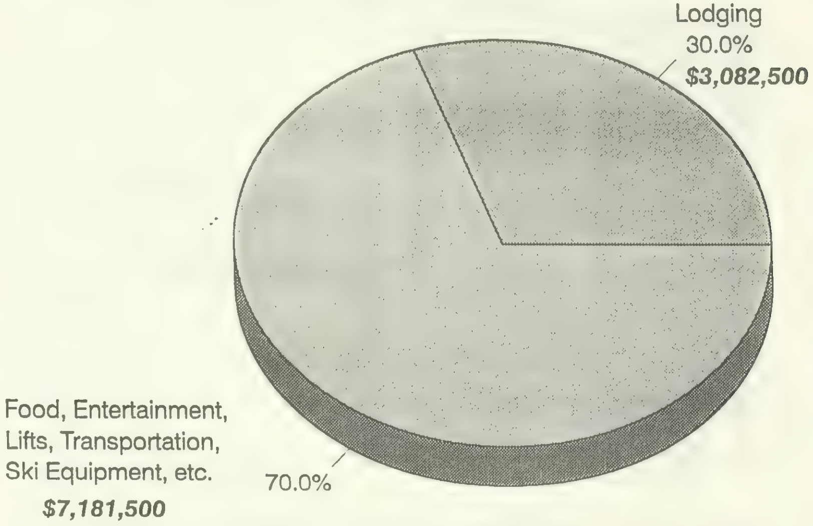
Source: Wenatchee Area Visitor and Convention Bureau

LDF Associates

Ski Industry Revenues

Estimated Expenditures Made by Visiting Skiers

total = $10,264,000 (1991)



CHELAN DOUGLAS MULTI MODAL TRANSPORTATION COMPLEX

Source: Hotel - Motel Association

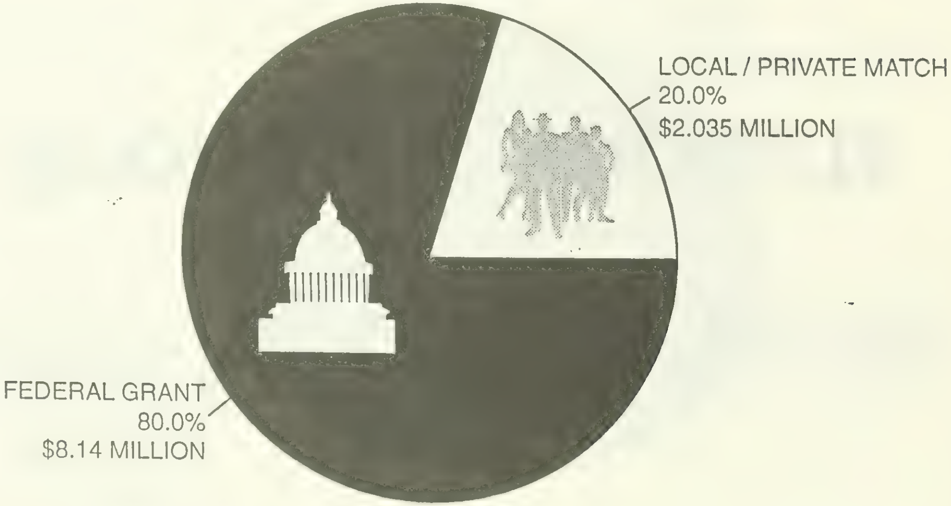
LDF Associates
Date: 1-27-93

Multi-Modal Complex

Economic Impacts

Federal Versus Local Funding

The Funding Mechanism



CHELAN DOUGLAS MULTI MODAL
TRANSPORTATION COMPLEX

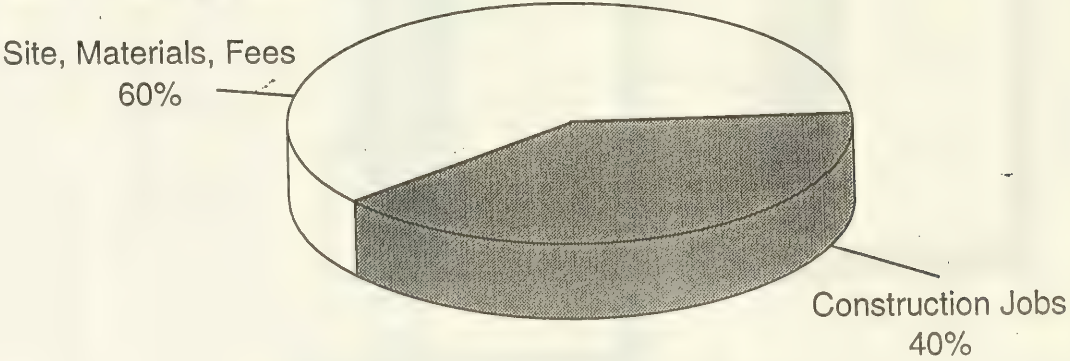
Date: 1-27-93

Source: NCW Economic Development Council

LDF Associates

Distribution of Construction Resources

Economic Impact of Facility Construction



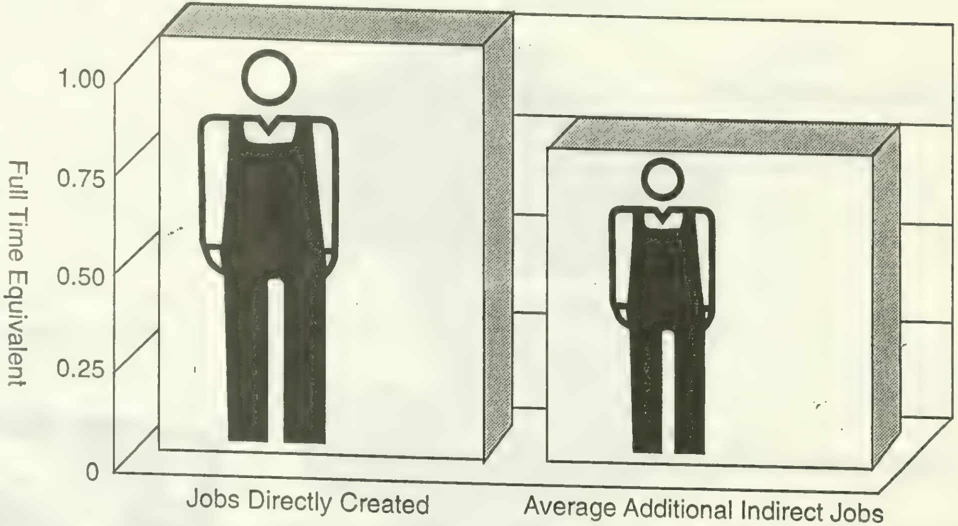
CHELAN DOUGLAS MULTI MODAL
TRANSPORTATION COMPLEX

Date: 1-27-93
Source: NCW Economic Development Council

LDF Associates

Positive Indirect Economic Impact

Additional Jobs Generated



CHELAN DOUGLAS MULTI MODAL
TRANSPORTATION COMPLEX

Date: 1-27-93

Source: Interview with Subject Matter Experts

LDF Associates

FRIDAY, MAY 7, 1993.

THE AMERICAN INSTITUTE OF ARCHITECTS (AIA)

WITNESS

ALBERT C. EISENBERG, SENIOR DIRECTOR, FEDERAL LEGISLATIVE AFFAIRS, AIA

Mr. CARR. Our next witness will be Mr. Albert C. Eisenberg of the American Institute of Architects. Welcome.

Mr. EISENBERG. Thank you, Mr. Chairman and Congressman Wolf. I am Albert C. Eisenberg. I am Senior Director for Federal Legislative Affairs for the American Institute of Architects, on whose behalf I appear today. For the past 10 years I served as a member of the Virginia County Board of Supervisors and in that capacity serve on several land use and transportation panels in the Washington Metropolitan Area.

AIA very much appreciates your hard work and concern for transportation. There is no better evidence of that than your holding this hearing on Friday afternoon in this beautiful weather.

Mr. CARR. You could have been here at 7:30 last night. We were holding a hearing.

Mr. EISENBERG. Thank you for letting us share our views with you. The AIA is the professional association representing the Nation's architects and we appreciate this opportunity to be here today. AIA has maintained a very strong interest in transportation funding and policy because architects see transportation as serving many community interests, not just moving trucks and cars around. They see transportation as having the potential of bringing together far-flung communities serving economic growth, curbing urban sprawl, blending a community's daily life into its quality of life and helping each community achieve its vision. That is if it is done right.

If poorly planned, treated as an isolated activity or if it is a collection of Federal projects chasing Federal money, it can create gridlock, ruin a community's liveability, and waste lots of money. We are not here to ask for any specific funding. We are here because we know that you care about transportation policy as well as transportation funding, so we want to share a few thoughts with you about both.

First, we think that the new law, while difficult for many to understand and certainly to grapple with, it does provide the opportunity for transportation to realize its potential as a contributor to the social and economic and environmental objectives of cities and towns and States across the country. It has some very important and far-reaching and worthwhile provisions—new state planning requirements, greater authority and flexibility for major localities to tailor transportation funds to their needs, stronger links among transportation, land use and the environment, a redefinition of need from just traffic to moving people and goods and serving communities, more open public participation, a requirement for transportation plans to contribute to cleaner air, and the common sense notion that if you can't put projects in your plans that you can't reasonably expect to fund, then you have got a problem with your plan.

There is a new way of doing business here and we think there is a new way of thinking that is welcome. The law is just getting off the ground. It is complicated. The regulations are not complete. We ask Congress to resist the temptation to tinker with this law. We think it will make life a lot more complicated for States and localities and the new partners that this law envisions. We have just had a chance to look at the performance measures that have been put on the table here and passed out to the public. We respond enthusiastically to your call for better performance measures for demonstration projects. For those projects coming through the States and local planning process ISTEA's 15 metro and 20 State planning factors plus the clean air and financial plan requirements provide ample direction for comparative analysis and priority setting. There does need to be more research into analytical tools.

For the demonstration projects, we have several reactions to your investment criteria. As a matter of principle not just for this year but for the future as well, no project should be funded if it doesn't conform to the State or metro long-range plans. The overwhelming number of projects that you are going to see are probably in existing plans. Some, while they pass the muster of previous law. They may not pass the muster of ISTEA which demands more of projects and plans. So your criteria is one way to get at this problem that exists particularly for the interim.

As we examine the investment criteria, we have not had a chance to consult with people on it, it appears that they heavily rely on economic return and economic values. We can see that economic measurement of some of the criteria can be technically difficult. We certainly believe that a project's merit ought to be based on economic factors but also on tangible and intangible factors that bear on the project's ability to serve. We urge that any criteria you apply, apply equitably from one mode to the next. The issue is not one mode versus another; it is what is the best transportation.

While we support full funding of ISTEA, we do recognize the restrictions of the budget resolution and the budget realities you are under. We know you will do the best job that you can. We do ask, however, that you allocate funds between highway accounts and transit accounts consistent with the proportions in ISTEA. We do believe that transportation is a critical investment in the country's economic and social future. Either we invest now or we are going to pay more later in human dollar costs.

Lastly the 2.5-cent gas tax that is going for deficit reduction now, we agree it ought to be extended and returned to the trust fund. It ought to be divided 80/20 between highway and transit use.

In closing, we appreciate the opportunity to share with you these views. We look forward to working with you and other members of the subcommittee and your staff in doing the best possible job we can for transportation in this country.

[The prepared statement of Albert Eisenberg follows:]

THE AMERICAN INSTITUTE OF ARCHITECTS

STATEMENT OF ALBERT C. EISENBERG

on behalf of

THE AMERICAN INSTITUTE OF ARCHITECTS

before the

U.S. HOUSE SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

of the

COMMITTEE ON APPROPRIATIONS

May 7, 1993

Mr. Chairman, and members of the Subcommittee, my name is Albert C. Eisenberg. I am Senior Director of Federal Legislative Affairs for the American Institute of Architects on whose behalf I appear today. For the past ten years, I have also served as a member of the Arlington, Virginia, County Board of Supervisors, and in that capacity serve on several land use and transportation panels in the Washington Metropolitan area.

The AIA is the professional organization of 54,000 members representing the nation's architects. This year the AIA celebrates its 136th anniversary. We very much appreciate this opportunity to share our views on transportation appropriations for FY 1994.

THE ARCHITECT AND TRANSPORTATION POLICY

Architects have the ability to see the whole from its many parts. They are accustomed to fitting together complex pieces of a design puzzle in a combination of both form and function, whether it's a building or an entire community. They see the potential for transportation to serve many interests at once, connecting far flung cities and towns, serving economic growth, curbing urban sprawl, making communities grow in a rational, well-designed manner, blending a community's daily life into its quality of life, and helping each community achieve its own vision for the future. They also see how transportation that is poorly planned, and conceived as a mere collection of projects can create gridlock, divide and isolate neighborhoods, and waste millions of dollars of taxpayers money.

THE AIA AND ISTEA

As a result, the AIA has had a vital interest in federal transportation policy and finance. Our members concern for transportation is actually a concern for the future of our nation's communities. Transportation should be used to make communities more livable and better functioning. Transportation should contribute to a community's attractive appearance and design.

Beginning in the fall of 1990, the AIA has served in the leadership of the Surface Transportation Policy Project (STPP) a coalition of individual groups and other coalitions determined to make transportation relate more responsibly and effectively to the issues of growth, economic development, and the environment. The AIA convened STPP's Livable Communities Coalition of design, preservation, and environmental organizations which are primarily concerned with the surface transportation legislation's planning and programming, transportation enhancement, and public participation provisions. The AIA also sits on the steering committee of Rebuild America, a coalition of construction and design groups dedicated to improving the nation's investment in its infrastructure.

ISTEA'S PROMISE

While the role of this subcommittee is to figure out how much money allocate to transportation needs for the next fiscal year, we believe that its interest in how the money is used is equally important. ISTEA provides the opportunity to stop the business as usual approach which emphasizes local officials chasing money with wish lists of projects. ISTEA offers instead a new process that if used wisely and well can lead the nation to well-considered transportation systems that bind together more than just places or road and rail networks.

In many ways ISTEA constitutes the closest approximation to a national urban policy that exists today. Through ISTEA, the way transportation serves the social, economic, and environmental objectives of a city or region have become paramount concerns. And the law contains many improvements to accomplish these objectives. The establishment for the first time of state planning; greater authority and flexibility for larger communities to determine their transportation needs; stronger links between transportation and land use, growth and environmental quality; a redefinition of need from just traffic to moving people and goods more efficiently; the establishment of a program to enhance transportation facilities' ability to blend into their environment; a much more open public participation process; a requirement for transportation plans to contribute toward cleaner air; and the common-sense notion that you can't plan for projects that you can't reasonably expect to finance--these are ISTEA features that herald not just a new way of doing business, but also a new way thinking.

DON'T CHANGE THE NEW LAW

The implementation of ISTEA's virtues can be complicated. This means new responsibilities and demands for lócal and state officials. A number of them are struggling with the act, and the lack of adequate federal guidance and delays in clean air and ISTEA regulations haven't made their chore any easier. Some see the new thinking as a threat to business-as-usual, and wish to roll back the clock. They want Congress to change ISTEA. We ask that this idea be resisted. Major changes in a new law just beginning to take hold would be a grave mistake, throwing the process into confusion. Such change would also likely place non-attainment areas in some jeopardy of Clean Air Act sanctions, given the close connection between the planning process and the Clean Air Act.

PERFORMANCE MEASURES

We enthusiastically respond to your call for better performance measures for transportation projects. The process for determining long range plans and transportation improvement plans at both the state and metropolitan area levels is designed to do just that. The application of the fifteen planning considerations for metro areas and the twenty factors at the state level, combined with the law's requirement that plans contain only projects that can be financed certainly lead to comparative analysis of projects and the setting of priorities among them. The AIA believes that if the plans are established in the spirit of the law there will also be greater relationship between projects and the broader community goals that these projects are supposed to serve.

The Investment Criteria presented this week by the subcommittee establishes a gate through which all demonstration projects must pass in the appropriations process. We have several reactions to the Investment Criteria specifically and demonstration projects generally.

First, while we envision that the largest number of proposed demonstration projects are included in state and metropolitan plans, the subcommittee should entertain no request to fund a project that is not in such plans. To do otherwise could disturb the planning of coordinated transportation systems as the law contemplates, and therefore even interfere with the ability of a plan to meet its air quality conformity requirements. Now, we recognize that proposed demonstration projects most likely have been developed before the advent of ISTEA and while acceptable under previous law might not survive the strictures of the new planning requirements. This raises for the subcommittee the issue of how to treat such projects and application of the investment criteria is certainly one way to do this.

Second, it appears that the investment criteria are heavily weighted toward economic values, particularly the rate of return, although not all the criteria seek to establish an economic value. We agree that comparisons of projects on the basis of economic factors should play an important role in determining which projects are better than others, and ought to receive priority funding. Yet the value of one project over another cannot be based principally on economics. For one thing, it can be technically difficult to assign a valid dollar measurement to a number of the factors, and even more difficult to use these measurements to compare one community's project to another's given regional cost differentials. In addition, for some factors important to determining a project's relative value, economics are not the key measurement. The value of improved air quality, for example, is best measured in the project's contribution toward removing pollutants from the air. By the same token, the value of reduced congestion is best expressed in the reduction in the use of the single occupant vehicle. In short, measurements that well express how a project serves a variety of community goals should involve more than dollars and cents. We hope that this concept is included in the investment criteria.

Third, we believe that any new performance measures be applied equitably to all forms of demonstration projects. Heretofore, transit projects have had to undertake detailed pre-development analysis, including comparative analysis, beyond that required of highways.

We believe that better techniques for conducting analysis are needed. According to a General Accounting Office study released a year ago, current analysis tools are inadequate because previous law severely limited flexibility and thus there was little need to consider comparisons across modes.

In addition, many places continue to view forecasting of growth and transportation needs as a passive exercise as if the future can't be changed, only accommodated. But as one local leader in a major metropolitan area has pointed out, in many places we have seen the future and it doesn't work. In the Washington metropolitan area, the current long-range plan for transportation can't be built because it can't be financed, and even if it were built it couldn't serve the projected growth the way that this growth is laid out. Analytical tools that help communities work with their forecasting methods to develop a future that they can serve are seriously needed, and we look to your subcommittee to direct research funds to this area of concern.

FUNDING APPORTIONMENTS AND AMOUNTS

The AIA endorsed the President's proposed stimulus program, and regret that it was not passed. Not only could it have produced good jobs at a time when job growth is stalled, but it could have produced projects with long-term value to our economic competitiveness. We hope that additional funds for the transportation portion can proceed under a different legislative vehicle.

For FY 1994, we endorse the full funding of ISTEA for both Federal Highway Administration and Federal Transit Administration accounts. For the highway account, this means an obligation ceiling of $18.398 billion, an amount that includes $36 million for the federal lands program and which corresponds to the Administration request. For the transit account, the Administration has proposed $4.6 billion. While this is about $800 million more than actually appropriated for FY 1993, and establishes greater parity with highway funding, it falls $500 million short of the FY 1994 transit authorization.

We recognize that full funding of ISTEA's obligation ceiling may conflict with the outlay amount included in the just-passed budget resolution. The anticipated outlays would apparently be sufficient to accommodate only projects in the pipeline. Insufficient outlays are available to cover new projects that would come on line as a result of the proposed obligation ceiling. Should the subcommittee find its allocation constrained, we urge that the subcommittee provide for the highway and transit accounts in accordance with the proportions established in the authorization.

While favoring appropriate apportionment between highway and transit accounts, we also support Secretary Peña's statement that he is "committed to making the flexibility provisions of ISTEA work." Thus, we ask that the subcommittee also support that flexibility, providing equitable funding for each of the various highway program categories under the law.

At the same time, we are concerned that states and localities are not sufficiently taking advantage of the law's ability to move money from traditional highway projects to alternative categories. Highway construction will continue to consume the major part of ISTEA's funding, yet in each case it must be the mode of choice only if it is the best choice. ISTEA anticipates that states and localities will shift funds to transportation modes that prove better able to meet the law's goals efficiency, environmental quality, and cost-effectiveness. ISTEA, for example, prohibits in large metro areas the construction of new roads that significantly increase capacity for single-occupant vehicles unless such roads are part of an approved congestion management plan.

To date, only about $25 million in FY 1993 funds have been shifted under the Surface Transportation Program to transit uses. Less than 25 percent of the Transportation Enhancement Program funds available in FY 1992 and FY 1993 have been obligated to date.

The AIA suspects that this situation results from a combination of factors, including the need to transition from pre-ISTEA plans to the new ones required under the act, state laws that do not conform to ISTEA, casual response to the need to set up state transportation enhancement programs, the lack of comparative analysis of projects across modal types, poor understanding of the law and its expectations, and attachment to roadbuilding as a first choice in solving traffic and congestion problems even in cases where it may only entice more driving. The AIA urges the subcommittee to monitor the use of the flexible provisions of the act so that their potential can be realized.

THE 2.5 CENT GAS TAX ALLOCATION

The AIA requests that the subcommittee keep in mind the traditional 80/20 split between road and transit funds in the Highway Trust Fund. This issue will become particularly acute as Congress considers the disposition of the 2.5 cent gas tax now allocated to deficit reduction but due to expire in 1995. The President's proposal to extend this tax, and place its proceeds in the trust fund should involve continuance of the 80/20 division between highway and dedicated transit uses.

CONCLUSION

Mr. Chairman, thank you for this opportunity to express our views to the subcommittee today. We appreciate your continuing dedication to the most effective national transportation policy, and its contribution to more livable communities. I am happy to answer any questions you may have.

Mr. CARR. Thank you. We appreciate your input on the criteria. We have spent over three months now pulling this together. It was not easy. There is not a book on the library shelf that you can go to to figure all this out. We have had to plow new ground. We have had the help and assistance of some academics who are venturing in this area in their own pioneering effort. We admit it is not perfect, but it is a start and we welcome any additional comments or criticisms that can be made along the way in an effort to help us improve our process as we are determined to pursue it and refine it and make it better.

We hope that others would—we have no pride of authorship, that if others can build upon our experience we would like them to do it, whether a metropolitan planning organization or a State highway department or, one of our own Federal agencies. They might learn something from it, too. They might have something to teach us, too. Several agencies did have criteria.

We appreciate your attentiveness to that and look forward to continuing dialogue with you on this.

Regarding your comment on hard-to-measure things, we understand that. We don't think it is an excuse, though, not to try. The body politic out there wants measurable results. They don't want projects put together with the only justification being some fuzzy-headed notion about so and so's opinion about clean air. We have to try to pull this toward measurable performance standards, as I have told the media and anyone who will listen.

The investment criteria are for our guidance and our judgment. This is not an effort to automate public decision-making. It does not substitute for the human judgments we will have to make. We will have to make judgments about a host of matters that can't be quantified. But because we are intelligent people, at least we hope we are, we can understand where there is an exception to be made. We also want to make it very clear to people across the country that while we value the input of metropolitan planning organizations and State governments, those would be given great weight—in fact, our criteria asks what is the position of the folks in the area who are competent professionals to—what is their opinion of your project. We are all in the neighborhood of good human judgment aware of situations that for a variety of internal political reasons never rise to the top.

I had one in my own district many years ago where we had a road that was on everybody's list of a highway that was very, very in need of repair—it was a safety issue. The problem was that there was a quirk in Michigan law that said if you took right of way you had to pay for the land that the highway was already sitting on, but not paid for and there was a lot of that in Michigan in the old days. Well before the modern highway system, you got an easement. You didn't take it, you just got an easement. So in this particular part of Michigan there were a lot of public highways sitting on private land basically but doing so under an easement.

Then a few decades ago the legislature said we are not going to do that anymore. If you don't do anything to that highway you can rest on that easement, but if you do anything to improve the highway you not only have to buy the lands that you take next to it, you have to buy the land that you are occupying under it. That particular quirk made fixing this particular highway a very high cost per mile highway. So that while it was on the State plan, in terms of cost per mile it never seemed to get to the top and there was always a legislature and the State highway department was always trying to make their dollars go further and it couldn't get reached. They would always have it on the plan for the next decade and the next decade would never come and in the meantime safety problems mounted.

This committee didn't have the criteria at the time. I like to think if we had applied the criteria it would have passed muster. There is an example where this committee will reserve the right to make a judgment that is different from that of a local metropolitan planning organization if we find sufficient evidence to do so. We will try to do everything on a documentable basis. The folks out there who want to add 2 and 2 and get 5 are going to do it. Somebody is always going to say well, such and such a project got built because so and so was on a committee. They will always be able to make that charge, but in the future we will be able to say that is true. We became aware of something because of that connection, but we didn't fund it because of that connection. We funded it because it had economic merit. We appreciate your testimony.

Mr. Wolf, do you have any questions?

Mr. Wolf. No questions.

FRIDAY, MAY 7, 1993.

THE AMERICAN SOCIETY OF MECHANICAL ENGINEERS (ASME)

WITNESS

STEVEN SHLADOVER, CHAIRMAN, ASME DYNAMIC SYSTEMS AND CONTROL DIVISION TASK FORCE

Mr. Carr. Our next witness is Mr. Steven Shladover from the American Society of Mechanical Engineers.

Mr. Shladover. Thank you, Mr. Chairman and Mr. Wolf. I am Dr. Steven Shladover. I am the Deputy Director of the University of California Partners for Advanced Transit and Highways. I am here today on behalf of the American Society of Mechanical Engineers, Dynamic Systems and Control Division, which is in the Council of Engineering.

The American Society of Mechanical Engineers has 122,000 members, including 23,000 student mechanical engineers. We are pleased to be able to continue on the administration's request for funding under the IVHS portions of the Department of Transportation. We have four points we would like to make on this.

In terms of IVHS, we need to recognize that we are at the beginning of a long evolutionary process in development of the technology and at this early stage we need to be able to look as far ahead as we can to be able to visualize the long-term implications of the up-front investments we are making today. If we don't think too far in the future we may go down some dead ends. We don't want to focus attention on things that may be lowest cost today, but may not lead in a productive direction in the future.

In some sense we are building a foundation for a building. We know when we build a house, we have to design the foundation with the long-term needs in mind. If we are going to plan on a second story for the house let's design the foundation to be able to support the second story from the beginning. In IVHS we are building a foundation robust enough to support future things we would like to be able to do in IVHS. This means we need to pay sufficient attention to the up-front needs for research and development which then support operational tests. If we don't have adequate attention to research and development in the beginning, there may be things that we could learn that we wouldn't learn which could help us save money later on.

Second, is the automated highway system demonstration for 1997 called for in ISTEA. This has proved to be a very valuable stimulus to more advanced thinking within the IVHS community as has led people to take a longer term perspective on the program as a whole. This provides a way of leading towards the highway system, surface transportation system of the future, making potentially major improvements in the effectiveness of the system, in its productivity and its safety. However, it is a high risk portion of the program, one that requires significant Federal participation because the risks in many ways are too high for the private sector participants to shoulder in their entirety.

The third point is about the opportunities that the operational tests and the adjusted corridors program provide for expanding the knowledge base about IVHS. Although many of the IVHS technologies are off the shelf, others are not and there are many non-technical issues not yet fully understood about the IVHS and the impacts. When we are making these early investments in operational tests and corridor programs we should be trying to ensure that those are contributing to further knowledge about IVHS and how it will affect the transportation system. This means that it is important to have evaluations as an important element of those programs; that they not simply be construction projects or deployment projects, but they have a plan that will indicate what kind of knowledge would be gained from spending that money.

This is a case in which earmarking of projects for specific locations tends to undermine the ability of the DOT professionals to try to ensure that we learn the maximum that we can from those individual projects.

We suggest that when talking about deployment of proven technologies those could be handled under existing formula grants programs rather than requiring special IVHS funding.

Fourth is the importance of training and retraining State and local transportation agency personnel to be able to deal with IVHS. Traditionally, they have not had the skills in mechanical or electrical or software engineering that are needed to make IVHS work effectively. In the long term that could become an impediment to deployment, to maintenance and operation of IVHS. We suggest that the resources needed for training and retraining of those public agency people be considered very seriously so they don't become an impediment. That concludes my statement.

I would be pleased to answer any questions that you might have.

[The prepared statement of Dr. Shladover follows:]

The AMERICAN SOCIETY of MECHANICAL ENGINEERS

FOUNDED 1880

Statement
on
The FY 1994 Budget Proposal for
The Intelligent Vehicle Highway System (IVHS) Program
of the
U.S. Department of Transportation
before

The Subcommittee on Transportation and
Related Agencies
of the
Committee on Appropriations
U.S. House of Representatives

prepared by a

Task Force of the Dynamic Systems
and Control Division
of the
Council on Engineering
of the
American Society of Mechanical Engineers

May 7, 1993

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Mr. Chairman and members of the Committee:

My name is Dr. Steven Shladover, Technical Director of the University of California's Partners for Advanced Transit and Highways or PATH. I am here today on behalf of a Task Force of the Dynamic Systems and Control Division of the Council on Engineering of the American Society of Mechanical Engineers (ASME). ASME is a technical society of 122,000 members, including 23,000 students of mechanical engineering. I am pleased to have this opportunity to present the views of the Task Force on the Department of Transportation's FY 1994 budget request for the Intelligent Vehicle Highway System, IVHS-program. This statement presents the views of the Task Force, a group of experts in the field, rather than a general position of the ASME.

The transportation system improvements anticipated in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 will not be realized automatically, but will require the investment of significant intellectual and financial resources, as well as much cooperation on the part of many interested and affected constituencies. The Administration's FY 1994 request for increased IVHS funding, particularly the funding for research and development activities in the "Rebuild America" proposal, is a welcome step in the right direction. Several issues should receive strong consideration when appropriating IVHS program funding.

Long-term Character of IVHS

The actions of the next few years could be regarded as the laying of the foundation for the next generation surface transportation system. This means that it is critically important that the resource allocations of today be made with their long-term implications kept firmly in mind. When designing the foundation for a new house, we know that it makes good sense to consider all the needs expected during the useful life of that house, including for example, future possible expansions such as additional stories that could be added after initial construction. If the foundation is built from the start to be robust enough for those expansions, it will probably be slightly more costly than otherwise, but the expansions can then be done economically when needed. The initial IVHS investments must be designed with consideration for the expansions that could reasonably be expected to be needed during their useful lifetimes.

Automated Highway Demonstration by 1997

The ISTEA provision requiring the demonstration of a prototype automated highway by 1997 has been an extremely valuable stimulus to more advanced thinking within the IVHS community. It has helped to ensure that attention is given to the research and development that will be needed on the longer-term IVHS technologies, as well as the testing and deployment of the nearer-term IVHS technologies. The goal of demonstrating automated highway operations on a test facility by 1997 should be readily achievable based on the technological requirements, but it will require the investment of considerable resources which were not specifically authorized in ISTEA, but have been proposed as part of the Administration's "Rebuild America" program. Those resources will need to be made available promptly, in order to not adversely affect the schedule for a 1997 demonstration.

Expanding the IVHS Knowledge Base

Although many of the IVHS foundation technologies could be considered "off the shelf," other needed enabling technologies require further research and development work. There is also much that needs to be learned about non-technology issues associated with IVHS.

The federal investments in the early stages of IVHS should be targeted toward developing answers to the salient technical and non-technical questions surrounding IVHS, so that future IVHS investments can be made on the basis of better knowledge. Each federally supported IVHS project should be designed to increase basic knowledge about IVHS, so that the knowledge base is expanded as rapidly as possible. Projects should not be earmarked for specific locations because this undermines the effectiveness of the program in expanding the knowledge base. The relatively limited IVHS funds should not have their effectiveness diluted by being applied to functions that can be served by other more traditional funding sources such as existing formula grant programs.

Training Needs of State and Local Government Staff

State and local government agencies responsible for operating our surface transportation systems have not traditionally employed staff members having the diverse skills required for IVHS. New staff members entering these agencies will need to have educational backgrounds that include much more electrical, mechanical, electronic and software engineering training than their predecessors.

It will be just as important to ensure that the current professional and managerial staffs at the state and local levels receive enough retraining that they can effectively work on and manage new IVHS systems. The federal government should recognize this early in the IVHS development process and should take the lead to ensure that new training programs can be made available when they are needed.

Summary

IVHS offers outstanding opportunities for improving the effectiveness of our surface transportation system by making use of advanced technologies. In order for these improvements to be realized, it will be necessary to have a well-conceived national IVHS program that includes recognition of the four primary points we have raised:

- first, the need to consider long-term requirements from the start;
- second, the importance of the automated highway system demonstration as the path toward the next generation of transportation improvements;
- third, the necessity of targeting early IVHS program resources toward expanding both the technical and non-technical knowledge base about IVHS; and
- fourth, the importance of training and retraining state and local government transportation staffs.

This concludes my statement, and I would be pleased to address any questions you may have.

Mr. CARR. We thank you for being here. We had some testimony when we held our hearing at the IVHS America conference a few weeks ago. There was some concern about the notion that not enough attention is being paid to operation and maintenance funding. The thought was that many of these communities that are interested in IVHS hadn't given sufficient attention to the amount of money they would need for maintenance and operation. Have you looked at that?

Mr. SHLADOVER. Not in depth, but that is a valid concern because it imposes new maintenance requirements on people. They require much more in the electronics area than these agencies are accustomed to dealing with.

Mr. CARR. I don't have any further questions.

Mr. Wolf?

Mr. WOLF. Just one, Mr. Chairman. Who would do the training for the VDOT officials that you kind of alluded to? You were saying make sure we have the education—who would do that training?

Mr. SHLADOVER. That could be handled in-house or by the universities in the respective States which have transportation programs. Many have transportation outreach programs doing technology transfer. We have an active program in California like that.

Mr. WOLF. I would think that any Governor looking to appoint a new Secretary of Transportation in the future would make sure he or she has some familiarity with it.

Mr. SHLADOVER. It is also a problem throughout the ranks within the organizations. They need to have skilled staff who can oversee contract work and who can provide maintenance systems for these systems.

Mr. WOLF. Are you concerned that we could lose this technology to foreign companies?

Mr. SHLADOVER. That is a continuing concern because foreign companies got started earlier than U.S. programs. Both Europe and Japan began work intensively in the early and mid-1980s and the U.S. program only kicked into high gear in the last few years.

Mr. WOLF. Does it worry you that some of the research grants would go to cooperative arrangements between a foreign country company and U.S. company?

Mr. SHLADOVER. That is a potential concern. I am not sure there is a very effective way of handling it, because in many cases ownership of firms is so tangled that it is hard to tell where the money is going. It is a definite concern and we have seen dramatic developments in Europe and Japan where they are ahead of what we have seen in this country.

Mr. WOLF. Have we seen situations where they took research and data that we had? Is there indication that any have leapfrogged us because of this?

Mr. SHLADOVER. I wouldn't say leapfrogged but certainly some advances. At a meeting two weeks ago I saw a presentation by a Japanese researcher incorporating ideas that we had in our research last year. By the normal exchange of research information people pick up ideas and if they are aggressive and invest the resources they can run with them.

Mr. Wolf. Do you think that was picked up simply by being around and he saw and then took and then incorporated in?

Mr. Shladover. Basically he saw this in the open literature. We have visits from people, they learn what we are doing and if they see an idea that looks interesting, they can run with it. Our challenge is to get our domestic companies as excited so they choose to run with it aggressively.

Mr. Wolf. Thank you.

Friday, May 7, 1993.

EASTERN UPPER PENINSULA TRANSPORTATION AUTHORITY (EUPTA)

WITNESS

FRANK SASSO, EASTERN UPPER PENINSULA TRANSPORTATION AUTHORITY (EUPTA), SAULT STE, MARIE, MICHIGAN

Mr. Carr. Mr. Sasso. Welcome.

Mr. Sasso. Thank you.

Mr. Carr. Your statement will be made part of the record. In the interest of time we would ask you to summarize.

Mr. Sasso. I have heard you say that several times, and I assure you that I will summarize.

I am Frank Sasso, the Chairman of Eastern Upper Peninsula Transportation Authority, which operates some buses and ferries in the eastern upper peninsula of Michigan. The ferries operate in the Saint Mary's River, which is the connection between Lake Superior and Lake Huron and the dividing line between the United States and Canada.

Although we run three ferries in that system at Neebish Island, Drummond Island and Sugar Island, I am here today to talk about Sugar Island and the need for a new ferry there.

Sugar island has been growing rapidly; in fact, more rapidly than our projections had shown and the existing transportation that is there is not capable of handling the traffic that has grown there. People there live on the island and they do not have on the island doctors or fuel supplies or shopping. They have to go off the island to school. Kids travel on buses across the ferries to schools. So their safety is a concern to us. The waterway itself is a very busy waterway, with a lot of commercial traffic. It is very essential transportation that we have there.

Sugar Island is 1 mile long, 3 miles wide, has about 600 year-round residents at present and is growing. A lot of summer people come there, probably a thousand people or so in the summer. We move a lot of traffic across there. By the time people go back and forth to work you are talking about a couple of hundred thousand units between people and vehicles. The current ferry can't handle the heavy traffic that is beginning to show up there. We need one that is larger and can move more cars.

What we have done so far is several years ago the transportation authority determined that we were going to have to make some changes in the ferry systems so we went to the people of the island and of the communities and talked to them about how we could accomplish that. We determined to raise the rates there and set aside money for matching funds to put in new docks and ferries. We have managed to replace almost all docks and replaced one ferry, and we are in need of a ferry for Sugar Island.

We have set aside $250,000 that the transportation authority has saved from that surcharge and have a promise of $250,000 from the Michigan Department of Transportation as matching funds for that. We are here today to request that you participate in this with us and make up the difference between the $500,000 that we have and the $2.5 million that the ferries are going to cost. I probably skipped a few things, but if you have questions I will be happy to answer them.

[The prepared statement of Frank Sasso follows:]

TESTIMONY

OF

FRANK SASSO

CHAIRMAN OF THE EASTERN UPPER PENINSULA TRANSPORTATION AUTHORITY

BEFORE THE

SUBCOMMITTEE ON TRANSPORTATION

APPROPRIATIONS COMMITTEE

UNITED STATES HOUSE OF REPRESENTATIVES

MAY 7, 1993

My name is Frank Sasso. I am the Chairman of the Board of the Eastern Upper Peninsula Transportation Authority (EUPTA). I appreciate the opportunity to appear before the Subcommittee this afternoon to discuss the ferry transportation needs of Michigan's Eastern Upper Peninsula.

EUPTA provides essential ferry service to three (3) islands - Sugar, Neebish and Drummond - located in the St. Mary's River. The St. Mary's River separates the Michigan Upper Peninsula from Ontario, Canada, and connects Lake Superior to Lake Huron. The river is navigated by hundreds of commercial freighters annually, travelling back and forth through the Soo Locks in nearby Sault Ste. Marie, Michigan to the various commercial centers accessible via the Great Lakes.

Our special concern now is the public ferry service which is provided between Sugar Island and Sault Ste. Marie, Michigan. Hundreds of year-round residents live on the island and depend upon the ferry service for various purposes including work, school, medical attention, shopping, food and fuel supplies. There are no schools, doctors, shopping centers or large grocery stores located on the island. A volunteer ambulance is on the island, but it needs to use the ferry to get to a hospital on the mainland. The people who live on the island have virtually no other means but the ferry service to get to the mainland. Therefore, it is evident that continuous and efficient ferry service is crucial to the inhabitants of the island.

Sugar Island is nineteen (19) miles long and has an area of 47.9 square miles or about 30,600 acres. Due to its unique location, the island was proposed in the 1940's as a possible site for the United Nations headquarters.

Sugar Island has been experiencing a population and building boom in recent years. The 1970 United States Census indicated that 237 people resided on the island. The population had risen to 441 by the 1990 United States Census. There are presently an estimated 600 year-round residents on the island, based on the $700,000.00 of new construction which took place on the island in 1992. Residency increases to over 1,000 inhabitants during the summer months, with the addition of tourists and part-year residents.

The ferry vessel presently used, the Sugar Islander, was built in 1946 by the Lock City Machine and Marine Company in Sault Ste. Marie, Michigan. The vessel originally carried nine (9) cars. In 1969, the ferry was modified by being cut in two and lengthened by inserting a 20 foot section, and the deck was widened by 18 inches on each side. This increased the capacity of the ferry from nine (9) to twelve (12) cars, which reflects its current capacity. The ferry service was owned and operated by private operators until they indicated that they wished to discontinue service in 1979.

The ferry was then purchased by EUPTA with a grant provided by the State of Michigan. Since then, EUPTA has owned and operated the ferry.

The ferry presently operates year-round, twenty-one (21) hours daily. The first ferry departs Sugar Island at 5:00 a.m., and the last ferry leaves Sault Ste. Marie at 2:15 a.m. In the intervening hours, the ferry runs constantly, leaving Sugar Island at least on the hour and half-hour and Sault Ste. Marie on the quarter-after and quarter-before the hour. The crossing is completed in roughly five (5) minutes. The ferry carries twelve (12) vehicles, as well as passengers.

Although the Sugar Islander has performed faithfully for many years, it was not designed to meet the demands of an increasing population on Sugar Island and non-stop trips between the island and the mainland. The population on Sugar Island is in need of a ferry which can carry more vehicles and passengers. Annual passengers have increased from 218,000 passengers in 1982 to 339,000 in 1992, a 56% increase in the past ten (10) years. During this same period, vehicles have increased from 110,000 to 192,000, a 75% increase. Annual crossings over the ten (10) year period increased by 32%. The number of book passes used by regular cars, which is indicative of the number of commuters who travel back and forth on a regular basis increased from 64,192 in fiscal year 1986-87 to 122,561 in fiscal year 1991-92. The number of children's book passes used increased from 508 in fiscal year 1987-88 to 21,908 in just the first six (6) months of fiscal year 1992-93. The 1990 Census indicated that there were 87 elementary and high school children living on Sugar Island, all of whom must travel to the mainland to go to school.

EUPTA has been giving consideration to acquiring a new ferry vessel to meet the needs of Sugar Island's growing population for several years. Recent studies by J.J. McMullen Associates, Inc. of New York, and the Michigan Department of Transportation, Bureau of Planning, indicated a need for a larger capacity vessel by 1992 in order to alleviate long lines of vehicles waiting to cross on the ferry. Actual ridership growth has exceeded study estimates, and significant delays are occurring. In preparation for acquisition of a new vessel, in 1985, a surcharge was added to the regular price of fares to raise the local dollars needed for the new ferry. $250,000.00 has been raised to provide the local share of this project. The State of Michigan has agreed to match the local share and will also contribute $250,000.00. EUPTA estimates that the total cost of the new ferry will be $2.5 Million.

Federal funds have already been available for the capital funding of buses for public transportation purposes. Under recently enacted Federal legislation, funding is now also available for ferries. Ferries are as important a means of public transportation as buses and, in the Eastern Upper Peninsula, an absolutely essential means of public transportation to the island residents. Michigan, a state almost completely surrounded by water, has not yet been a recipient of Federal funding for the construction of a new ferry. Construction of a bridge or tunnel is not a viable alternative since this type of construction would be enormously expensive and disruptive to the residents of the area, as well as to commercial shipping along the St. Mary's River.

An engineering design has already been obtained for the new ferry vessel. The new ferry vessel will have the capacity to carry twenty-two (22) to twenty-four (24) vehicles and will have an enclosed seating area for passengers. Construction of the new ferry will serve a dual purpose for the Eastern Upper Peninsula. The old vessel will, in all likelihood, be moved to the Neebish Island ferry crossing to satisfy that island's need for a larger vessel than its present one, which only carries five (5) vehicles. The new ferry will also allow for additional population growth on Sugar Island, as the larger vessel will be able to bring prefabricated homes to the island.

The Eastern Upper Peninsula Transportation Authority stands ready and is excited at the prospect of expanding its services to meet the present and future needs of the residents of this unique, scenic and diverse island environment. We are optimistic that the addition of Federal funds to the already existing State and local funds will allow us to do so.

Mr. Carr. Thank you very much.

As you know ISTEA made some scant recognition of the role that ferries play in the transportation of goods and people in America. Unfortunately it appears that ISTEA made them with just a few places in mind, and it certainly would be my hope that in any future surface transportation legislation that we would have a more omnibus treatment of the ferry needs of America. We have had some testimony before you, on previous days, on a variety of needs for surface water transportation throughout America. We will just have to see what we can do. We will do the best we can.

Have you looked around to see if there are any surplus vessels——

Mr. Sasso. River crossings are unique. We almost have to design a vessel that works there. The Drummond Island ferry can't be the same as the Sugar Island ferry because of the difference in the roughness of the water and the ice. One has to go through a lot of ice. We already have designed and have paid $80,000 for the design. This vessel would be double-ended because it works better not to have to turn around in the particular area that it is in. And, yes, we have looked and there simply aren't other vessels around that would serve the purpose.

Mr. Carr. Mr. Wolf?

Mr. Wolf. No questions.

Mr. Carr. Thank you very much. I invite you to take one of our investment criteria packages there.

Mr. Sasso. We already have one and are incorporating it in our application.

Friday, May 7, 1993.

MIDWEST RURAL TRANSPORTATION CONSORTIUM

WITNESSES

MIKE MOBEY, GENERAL MANAGER, ISABELLA COUNTY TRANSPORTATION COMMISSION (ICTC), MT. PLEASANT, MICHIGAN

JOHN D. HAEGER, DEAN, COLLEGE OF ARTS AND SCIENCES, CENTRAL MICHIGAN UNIVERSITY (CMU), MT. PLEASANT, MICHIGAN

Mr. Carr. Our next and final group of witnesses, also from Michigan and we are delighted to have Michigan represented. I think I have had every State here but Michigan, Mr. Wolf. We haven't had a lot from Virginia either.

Mr. Wolf. We haven't.

Mr. Carr. Welcome to you and your statements, again, will be made a part of the record. I ask that you summarize in the interest of time.

Mr. Mobey. Thank you, Mr. Chairman. Earlier in the week the subcommittee received a proposal for the creation of the Midwest Rural Transportation Consortium. I am here as a general manager of transportation to support the proposals of Central Michigan University and Ferris State University. Rural transit lacks the training and technology transfer support models which many other public programs enjoy.

As a rural mobility manager, my career in rural transportation is typical. It began 15½ years ago washing buses, being an administrative assistant, marketing and planning coordinator, assistant manager and general manager. I am in my tenth year on the board of directors of the Michigan Public Transit Association. I currently represent the six Great Lakes States for the Community Transportation Association of America. I have been serving on the National Program Review Board of the Rural Transit Assistance Program and was recently elected to the Transit Development Corporation.

I didn't come here just to get my resume on the record, but rather to say this experience allows me to make four basic points about rural transportation.

One is that we need applied research, effective training and relevant technology. I am not aware of any single source which currently researches rural transportation issues, trains rural managers and dynamically communicates the progress to the entire industry.

Point two is that unless or until there is a single comprehensive source for applied rural transportation technology, efficiency and effectiveness will be difficult or impossible for us to achieve. We need to begin researching certain data like load factor, fare recovery ratio, and miles per road service, a relatively sophisticated performance indicator which my system keeps, but we are operating in a void. I know of no other systems which keeps these performance data and it then follows that there are no research and applied industry standards for rural efficiency and effectiveness.

The Midwest Rural Transportation Consortium will solve this problem. Once these standards are in place training to achieve efficiency will occur. After the research and training initiatives develop into cost-effective programs, the technology transfer industry will provide accelerated learning to our industry, which will geometrically speed improvements.

I emphasize that the Midwest Rural Transportation Consortium will be applied research and training institution. The emphasis is on applied because we want what works. With a stable and viable source of funding, the consortium will generate a substantial return on investment.

The fourth point is that the Michigan Department of Transportation invests in efforts to train the rural transit managers. These efforts need also research and communication support. The Michigan DOT has the resources to provide a 20 percent match for Federal funding for a comprehensive rural consortium and I urge the subcommittee to fund the Midwest Rural Transportation Consortium. When this model proves effective for stretching rural resources, Congress may wish to consider similar initiatives in other FTA regions.

I emphasize the importance and the equity to be achieved via this efficient and effective initiative. Rural mobility does poorly across all programs and departments. I would submit to the committee that isolation is every bit as devastating to society as is congestion. By pursuing the Midwest Rural Consortium the Appropriations Subcommittee will be exercising vigorous leadership and providing us tools to achieve more. This will make rural transportation and human service programs with transportation modules even better stewards of public funds.

I think this is where the investment criteria report is headed. I have been in the business of rural transit a few months longer than has the Federal Government. There is a wealth of data out there and you have spent billions of dollars, and I am not aware of any real qualitative and quantitative output that we have gotten to tell us where they are. Those are my remarks.

Dean Haeger will emphasize points on behalf of the universities.

Mr. HAEGER. I would like to add perhaps three points for the information consideration of the committee. The first is that applied research training and education is already the focus of the two universities that are heading up this project. We hope in the long run that many more universities will join this effort.

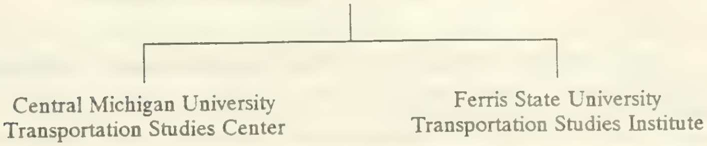
The second point is that both the universities in the State of Michigan are very conscious of the need to use the expertise of its faculty and staff to service the public sector. This is one of the principles that has led to the formation of the consortium.

A third point that goes along with the investment criteria outlined by the subcommittee is that there is a heavy level of accountability built into this proposal. It will come from assessment by State and local agencies, by our ability to compete for applied research funds, contract research and training programs. We believe that ultimately we will have to show that we are very efficient. The budget request that is put together in this proposal is a budget allocation which would probably take us through three fiscal years.

The intent is that it is seed money and will be self-funding at the end of the third year. I am willing to answer any questions that committee members might have.

[The information follows:]

MIDWEST RURAL TRANSPORTATION CONSORTIUM


Central Michigan University
Transportation Studies Center
Ferris State University
Transportation Studies Institute

MEMBERSHIP:

Chair:	John D. Haeger, Dean, College of Arts & Sciences Central Michigan University
Secretary:	Vordyn Nelson, Associate Dean, College of Technology Ferris State University
Member:	Director, Transportation Studies Center Central Michigan University
Member:	Michael Mobey, General Manager Isabella County Transportation Commission
Member:	To be named Ferris State University
Member:	To be named Transit Community Member

The Midwest Rural Transportation Consortium

The Midwest Rural Transportation Consortium will consist of two lead universities, Central Michigan University and Ferris State University. Overall its goal is to provide education, training, technical assistance, and applied operational research to the Midwest transit community serving small town and rural populations. Each university has defined its role in the attached documents and will operate through established transportation and technical centers on their respective campuses. Coordination of university efforts, communications with state officials and the local transit industry, and the development of ties to other state transportation agencies and universities will occur through a coordinating council known as the Midwest Rural Transportation Consortium.

Structure:

The Midwest Rural Transportation Consortium Coordinating Council will have the following membership:

Chair -- elected by the membership

2 representatives from each university consisting of the dean or designee of the college where the center or institute is housed and the local institute or center director.

2 representatives from the small-town and rural transportation industry (These individuals would include local transit managers, transit officials such as road commissioners and equipment technicians).

Functions:

1. Coordinate the efforts of the two universities
2. Assess the needs of the rural transit community at the regional, the state, and local level and assign tasks to the university centers
3. Coordinate the training, research, and education programs of the universities with state transportation officials and with representatives of local road commissions, transit managers, and technical personnel.
4. Review university research, education and training projects
5. Coordinate efforts with the Transportation Research Board, the National Transit Institute at Rutgers University, the Rural Transportation Assistance Program, the National Easter Seal Society's Project ACTION, and the Community Transportation Association of America
6. Submit joint proposals for funding to state and federal agencies

Bylaws:

1. Consortium meetings are to be held monthly with the meeting site alternating between Central Michigan University and Ferris State University.

2. The chair and the secretary are elected officials of the Consortium, one from each university. They are to be elected at the first meeting of the calendar year.

3. The Consortium is to be housed at the chairperson's university.

4. Consortium expenses are to be divided equally between Central Michigan University and Ferris State University.

5. A simple majority of members voting is needed to establish policies or to take actions related to research projects.

6. The Consortium will host a yearly conference which brings together state officials, rural transit managers, equipment technicians and vendors, and university researchers.

7. The Consortium may wish, in the future, to establish the position of Director, if state and federal funds dictate a permanent managerial position. The director's position will be in addition to the current membership.

8. The Consortium is not a fiscal agent for on-going research projects, rather each university controls funding for part or whole projects. The Consortium, though, oversees the development of research agendas, reviews joint and single university proposals, and assures the appropriate division of research monies to the member institutions.

Budget:

Initially the Midwest Rural Transportation Consortium is asking for $2.7 million. This sum is to be divided in relatively equal proportions between the two leading universities. Administrative costs would total $200,000; approximately $100,000 to establish each university center. The remainder of the funding would be devoted to educational, training, and applied research functions. High priority projects to be addressed in the first year of the Midwest Rural Transportation Consortium are described in the Appendix.

CENTRAL MICHIGAN
UNIVERSITY

Proposal for a Transportation Studies Center at Central Michigan University

RATIONALE:

National, state, and local transportation systems are in constant need of applied policy-related research and staff training facilities and programs. Rural transportation providers, in particular, are in need of studies related to passenger volume and rate structures to assure economic efficiencies. Because of the scarcity of data, policy-makers are unable to determine the amount of resources which should be directed at operations, training, or administrative structures.

A Transportation Studies Center will also investigate economic efficiencies, administrative practices, and training programs in other states both in rural and small town settings. It will provide updates to local transportation officials on recent legal and social developments affecting transportation. The center can suggest new policies and procedures when requested by local and state officials. Finally, the center will provide training for state and local managers based on the most recent research into administrative practice, equipment, maintenance, and repair.

Central Michigan University is ideally situated geographically to provide these services to local and state transportation leaders while at the same time expanding its training services and its curriculum at both the undergraduate and graduate level to respond to needs of the local and state community. Moreover, Central Michigan University will concentrate its efforts on the small town and rural transportation systems where there is substantial need. The center will draw the university into an active partnership for economic development with local and state transportation officials. Their involvement is crucial to the center's formation and on-going research and programming.

Two reasons suggest this center would be successful on our campus. First, there is a highly qualified faculty in applied research in the departments of Economics, Management, Marketing, Political Science, Psychology, and Sociology.

Second, the university has an enviable track record and substantial experience through its Extended Degree Programs in providing short course and training seminars for working professionals. Central Michigan University already has a contract with the Michigan Department of Transportation to provide educational opportunities for transportation managers.

For the university, the center promises to bring in substantial external funding from federal and state sources to support university efforts to fulfill its service role for the larger state and regional community. It also provides university faculty and students an opportunity to provide a needed service to the local community.

SERVICES and GOALS:

1. Applied research and policy studies for local, state and federal transportation interests with the goal of improved services at a time of limited financial resources

2. Concentration of applied studies and training in the area of rural, county, township, community, and small city transportation systems

3. Technical and administrative training for all employees in the rural and small-town transportation industry including maintenance personnel, road commissioners, local transportation managers

4. Development of educational programs for working professionals in the transportation industry. These programs could include certificate programs at the undergraduate and graduate levels, certificate programs carrying no university credit, short courses on specific topics, and the introduction of new undergraduate and graduate concentrations or degrees.

5. Utilization of university faculty expertise in economics, sociology, psychology, education, management, and marketing for the benefit of the community

ACADEMIC STRUCTURE:

1. Housed in the College of Arts and Sciences and reporting to the Dean, this structure will effectively coordinate the interdisciplinary focus and assure university-wide support.

2. An Advisory Council will be established representing university faculty and administrators, transportation professional from the state and local communities, and representatives of the local business community. The following individuals are serving on the interim Advisory

Council:

Michael Mobey -- General Manager,ICTC
Richard Clemmer -- Chairperson, Economics Department
Richard Senter -- Professor, Department of Sociology
Del Ringquist -- Chairperson, Political Science Department
John Haeger -- Dean, College of Arts & Sciences
David Sprague -- Chairperson, Department of Management
Lynn Kindel -- Director, Non-Credit Programs
Carole Beere -- Assistant Vice President for Research
Two additional people from the local community to be nominated

3. A director's position should be established within a department in the College of Arts and Sciences. The director is to be appointed by the Dean of the College of Arts and Sciences after review and recommendation by the Advisory Council. The director's position will be budgeted from grant monies.

FUNDING:

1. The Center will have a small SMCS budget for initial activities from the College of Arts and Sciences until extramural funding is secured.

2. The Center will be dependent for continued funding on contract research, tuition for training institutes and short courses, and extramural grants and contracts.

3. The university will provide space and access to all facilities as an indirect cost share for the Center

TIMETABLE:

1. Draft of Proposal and Acceptance by the Advisory Council by October 1, 1992

2. Contact state and local officials for support and advice by October 1,1992

3. Submission of final draft of proposal for acceptance by the Provost by March 15, 1993

4. Appointment of a permanent advisory council by the Dean, College of Arts & Sciences, by April 1, 1993

5. Appointment of Director by Dean, College of Arts and Sciences, on recommendation from the Advisory Council for appointment beginning summer 1993

6. Submission of proposals to state and federal agencies for financial support for projects beginning summer 1993

CONDITIONS for CONTINUING APPROVAL:

1. Self-supporting through grants and contracts
2. Development of curriculum to fit M.A., MSA, and certificate programs
3. Continued support from transportation officials at the state and local level

Ferris State University
College of Technology

PROPOSAL FOR TRANSPORTATION STUDIES CENTER

INTRODUCTION

The College of Technology, Ferris State University, with its critical mass of staff expertise, technology, industrial partners, and statewide network with the public and private sector, is a logical location for addressing the technical and managerial aspects of a transportation studies center serving rural Michigan. This center, serving as a national model for other states, would utilize the above resources through the College of Technology's Technology Transfer Center (TTC) to develop longitudinal research activities applicable to rural transportation, as well as provide the technical assistance needed to rural transportation providers and policy-makers.

Basic to this technical studies center concept is the critical mass of resources available at the Big Rapids campus. This is particularly true of the Automotive and Heavy Equipment Department, which provides four two-year associate degrees and two baccalaureate programs pertinent to vehicle fleet management, maintenance, and technological innovations. The Construction Department offers five associate degrees and four baccalaureate programs that provide a spectrum of technology and technical assistance resources already working with the Michigan Department of Transportation in the areas of civil engineering technology, road construction and maintenance, mapping, and surveying engineering. These two departments, plus the Electrical/Electronics Department, which provides expertise in the areas of instrumentation, electronics communications, and telemetry systems, provide an in-depth resource for a rural transportation studies center.

TECHNOLOGY TRANSFER AND SERVICE ACTIVITIES AVAILABLE THROUGH A RURAL TRANSPORTATION STUDIES CENTER

- Technical training for mechanics, technicians, and fleet management personnel is critical to the rural transportation community. Presently in Michigan, like many other states, there are no technician certifications or training requirements necessary for the maintenance and repair of public vehicles, which raises questions of safety and reliability as well as to the lack of standardized preventive maintenance procedures for public transportation vehicles. Ferris State has the resources to develop a national model in this area for other states.

- Develop a statewide program to train safety inspectors using technical standards for public safety vehicles utilized in the rural area.

- Longitudinal study regarding alternative energies and their applications to rural mass transit programs. These activities would involve experimental studies with alternative fuels, their availability and storage, and cost effectiveness in the rural area.

- Preventive maintenance program, standardization of vehicle design based upon reliability, and cost benefit studies (as related to tires, fuels, and urban/rural comparisons and analysis).

- Special equipment designed and prototyped for handicapped applications for public vehicles, including the implications of the new Americans with Disabilities Act (ADA).

- Technical training and technical assistance regarding road construction and repair (many rural areas have equipment operators that hold joint responsibilities in road repair, pothole maintenance, and general maintenance of roadways who need training and technical assistance to be cost effective in the rural areas).

- Land surveying and mapmaking is an expertise at Ferris State University that would be very effective in assisting rural transportation route designations and interfacing at county and municipal borders to provide transportation options for the elderly and people without private transportation that need interstate transportation.

- Improving telecommunications systems used in the rural area would provide excellent research and application topics for the Electrical/Electronics department in the baccalaureate degree program in terms of student projects and faculty research topics.

- Fleet management and scheduling is a major topic in the Automotive and Heavy Equipment Management program and would lend itself very well to field study projects and technical transfer information to rural transit systems.

PROGRAMMATIC STRUCTURE WITHIN THE COLLEGE OF TECHNOLOGY

The College of Technology, through its Technology Transfer Center, has established a series of technical institutes, of which the Transportation Studies Center would be a natural structure within an existing organization. This structure, governed by an advisory council of users and suppliers, along with funding agencies, has led to very successful activities such as the Institute for Construction Education and Training.

Ferris State University has a national track record for networking with major industries and governmental agencies to supply quality services and research.

Appendix
Suggested Studies/Projects for
MIDWEST RURAL TRANSPORTATION CONSORTIUM

1. EQUIPMENT EVALUATION FOR RURAL TRANSPORTATION AUTHORITIES:

   Develop a life cycle cost analysis system to be used in evaluating equipment. The collected data may also be used to set basic standards and equipment specifications, as well as establish recommended parts inventory for efficient maintenance management.

2. FARE ELASTICITY RESEARCH:

   Urban properties know that for each 10% increase in fares there is a 4% reduction in passengers. There is not reliable data for rural fare increases. Rural operators need to know what to expect from their markets, when fare increases are appropriate.

3. ADVANCED TECHNOLOGY EVALUATION FOR RURAL TRANSIT AUTHORITIES:

   As new technology emerges, cost evaluation of new equipment is needed to insure that value exists for the authorities' investment.

4. ANNUAL TRANSIT MANAGERS INSTITUTE:

   A continuing education program for managers previously trained through the Rural Transit Managers program funded by Michigan Department of Transportation and developed by CMU.

5. ADVANCED TECHNICAL TRAINING FOR RURAL TRANSIT AUTHORITY MAINTENANCE PERSONNEL:

   As the rural transit authority operations become increasingly complex, there is a need for maintenance management and supervisory personnel to be updated in the latest fleet and preventive maintenance management systems. Maintenance personnel must be trained in the latest procedures for repairing state of the art equipment as it emerges. There is also a need to provide training to road maintenance personnel as equipment operations are also changing as a result of interfacing systems technology.

6. RURAL CONNECTION PROGRAM:

Michigan was the national leader in connecting rural riders with pre-strike Greyhound services. Why was Michigan successful? What can be made of future Rural Connection initiatives?

7. PLACEMENT OF ASSOCIATE OF APPLIED SCIENCE AND BACCALAUREATE DEGREE CANDIDATES IN INTERNSHIP PROGRAMS WITH RURAL TRANSIT AUTHORITIES:

This relationship provides a valuable service to the rural transit authority, as well as to the student. The authority benefits through employing a student already knowledgeable about the latest technical advancements. They both benefit by developing a relationship which could lead to future employment.

8. COORDINATION AND CONSOLIDATION STUDY:

A comprehensive review of successful coordination and consolidation projects completed in Michigan to date. This study will lead to development of a model program for implementation in selected counties.

9. ALTERNATIVE FUELS AS APPLICABLE TO THE RURAL TRANSIT AUTHORITIES:

As the requirements for clean air increase, alternative fuels are being considered as possible solutions. Research in this area is needed to study the effect of these fuels on equipment life and efficiency of operation which must be known before the rural transit authorities invest in expensive equipment modifications.

10. LOW FLOOR BUS FOR TRANSIT DEMONSTRATION:

Conduct an operational analysis of two ELF-1 (Easy Access Low Floor) transit vehicles for transit service application in the State of Michigan.

Two ELF-1 buses will be purchased by federal and state funds. Detailed research would be performed in order to determine if the low floor concept is a viable statewide alternative to current lift equipped buses. This operational research and evaluation of these vehicles would include maintenance requirements as well as operational characteristics.

The two buses would be introduced into regular transit service at transit agencies with established maintenance practices and facilities. Each agency would operate the two buses for a period of six months. Various locations would be designated with emphasis on ensuring that the buses would encounter all operating climates and conditions.

Mr. CARR. Thank you very much. I actually received quite a bit much information about this. I think all my questions have been answered but Mr. Wolf——

Mr. WOLF. I don't have any.

Mr. CARR. I might just indicate, because I know that you are involved with CTAA, that we received testimony yesterday from CTAA and much of it was good, but some of it was disappointing. It seemingly made the case for big metropolitan area systems, and my assumption was that CTAA was to be the vigorous arm of rural areas.

Maybe at a later date we can have a chance to talk about that, but I kind of wonder about the direction of the CTAA.

Mr. MOBEY. I would certainly be interested in following through on that. We will be having our board meeting and expo in Austin, Texas next week. I will see what they are saying. I would suggest that perhaps what they were angling at would be more of a bus transit operation and association to perhaps set ourselves away from other modes of transportation that urban properties get involved in.

I will certainly work with them to clarify that.

Mr. CARR. If I recall correctly, basically I picked up the mantra of full funding of ISTEA and all the Section 3 programs stuff. And talking about level playing fields, level playing fields means something to those people in areas like New York City, but in rural America, all mass transit is on highway and the conflict between highways and transit in rural America is different than it is—if it is at all, is different than it is, and it is hard for a bus to operate down a gravel road. They don't have gravel roads in New York City.

It would seem to me that just picking up the ISTEA mantras, CTAA was adopting all of the tilts that ISTEA has toward the four States of New Jersey, Pennsylvania, New York and California and all of the tilts that it has toward mass transit in those areas, so maybe you could ask a couple questions down there that the Chairman of the Transportation Appropriations Committee was a bit surprised by a portion, only portions.

Thank you for coming.

Mr. MOBEY. I will carry that forward vigorously, Mr. Chairman.

Mr. CARR. We are at that point in our hearing process where we can begin totaling up our requests. We have had so far to date a total of 260 requests made of the committee totaling approximately $3.5 billion. The committee is likely to have only about $1 billion to distribute and that means that for every dollar we are able to accommodate, there is about $2.50 that we can't accommodate.

Our job is tough but we are up to the task. Mr. Wolf, do you have anything?

Mr. WOLF. I have nothing.

Mr. CARR. Without objection, we are going to allow additional statements to be made part of the record by those who, for whatever reason, were unable to meet the schedule of this committee, and with that, the committee is adjourned.

[The additional statements follow:]

Nick Rahall

TESTIMONY
HONORABLE NICK J. RAHALL, II (D-WV)
BEFORE THE SUBCOMMITTEE ON TRANSPORTATION APPROPRIATIONS ON FY 1994 AIRPORT IMPROVEMENT PROGRAM (AIP) FUNDING

MR. RAHALL. Mr. Chairman, I am pleased to be able to testify today on behalf of funding for the Airport Improvement Program (AIP) in Fiscal Year 1994, and on behalf of the Raleigh County Memorial Airport in Beckley, West Virginia.

As a senior Member of the Public Works Committee, I share authorizing jurisdiction over the Airport Improvement Program (AIP). These AIP funds are vital to the continued expansion, upgrading and improvement of small airports nationwide.

Under the President's budget proposal, AIP funding would be increased from $1.8 billion to $1.879 billion, a 4 percent increase. Of that amount, $30.4 million is identified as one of the President's Rebuild America investment initiatives.

As you know, Mr. Chairman, there was $250 million in the President's Economic Stimulus bill for the AIP Program, intended as a one-time surge to $2.050 billion for the current FY 93 program year. Unfortunately, unless we find a way to reintroduce the stimulus bill, retaining the $250 million for AIP stimulus, airports throughout the country will not benefit from this boost in funding for airport improvements. Its loss does not change the baseline for which the FY 94 funding is calculated, however.

I wanted to testify on behalf of full funding for the AIP program under the President's budget, and to even recommend an add-on for AIP of $250 million for FY 94, provided of course that it would not seriously jeopardize other aviation programs under the pay-as-you-go, or off-setting requirements. But if that is not possible, I hope that the modest increase of 4 percent included in the President's budget will be adopted.

In the context of AIP funding, Mr. Chairman, I will now take the liberty of being totally parochial, and bring to your attention a matter that has adversely affected the Raleigh County Memorial Airport in my District.

I do so because of the unusual and confusing events that led to the withdrawal, in January of this year, of previously approved AIP funds for the Raleigh Memorial Airport in my District. I do not know the extent to which this withdrawal of funds at the last minute occurred at other small airports throughout the country, but I venture to guess it was not limited to West Virginia.

Mr. Chairman, in March of 1992, the FAA Washington office approved the Raleigh County Airport Authority's request for AIP funds in the amount of $817,409 in FY 92 funds, part of an estimated total project cost of $3.5 million necessary to complete the parallel taxiway at the airport.

Nine months later, in December of 1992, I was advised by the FAA Washington office that while the FAA's eastern region is fully supportive of the Raleigh County AIP grant, there were limited funds available due to other projects with higher priorities. The December 1992 letter, while acknowledging a smaller grant of $234,000 for apron rehabilitation and acquisition of an aircraft rescue and firefighting vehicle only, contained a confusing and completely unexpected statement that the grant to construct a parallel taxiway -- the aforementioned $817,409 -- had NOT been awarded -- despite the March 1992 letter stating that it had.

As early as January 8th of this year, Mr. Jerry Fink, Airport Manager at Raleigh was assured in telephone conversations with FAA officials that he would receive $3 million in funds for all design and engineering work either contracted for or in the process of being contracted for, out of FAA discretionary funds. In the interim period, the airport authority had beeen led to believe it had met environmental requirements, even though they were late in meeting the end-of-year deadline.

Unbelievably, Mr. Chairman, within the same week in January of this year when the Raleigh County Airport manager was advised by telephone by the FAA that the $3 million was approved and would soon be forthcoming, Mr. Fink received yet another telephone call to the effect that he would not be funded; that of the $50 million available in FAA discretionary funds, the entire pot of money had been distributed to higher priority projects elsewhere in the nation.

A follow up letter dated February 1, 1993 from the FAA stated that while they had tentatively approved the project, they withdrew funding for the parallel taxiway construction because of the lateness of the environmental requirements -- even though FAA had earlier stated that it believed it was "...more prudent to proceed with the grant announcement in spite of the lateness of the environmental statement." Mr. Chairman I offer for the hearing record copies of all of the FAA letters referred to in this statement, showing that the commitment to fund Raleigh County Airport had never appeared to be "tentative."

The February 1993 letter went on to encourage the airport sponsor to continue to work closely with the FAA to ensure that all project requirements are met so that a smooth transition from tentative allocation to grant award for all future AIP projects could be made. As I have said, it was the first we had heard that the previously announced awards were tentative.

Lastly Mr. Chairman, on February 24, 1993, a little more than two months ago -- a further letter was received from the FAA Washington office, acknowledging that the Raleigh Memorial Airport sponsors had met the environmental requirements, and that the project was now eligible for programming. However,they reiterated that the limited amount of discretionary funds for commercial service airports such as Raleigh Memorial had been allocated for higher priority projects. Therefore, said the FAA, they were unable to identify funds for the estimated $3.5 million project at the Raleigh Memorial Airport.

Mr. Chairman, that is why I am appearing here today -- to bring to the attention of the subcommittee the FAA's original intent to fully fund the Raleigh County Airport project, at $3.5 million out of FY93 AIP discretionary funds, and their subsequent last-minute withdrawal of those funds.

My request to you is that favorable consideration be given to including language in the FY 94 appropriations bill specifically identifying the Raleigh County Memorial Airport's apron rehabilitation and its parallel taxiway construction project, in Raleigh County, West Virginia for full funding in FY 1994.

The massive, last-minute, high priority obligation of AIP and discretionary funds in January of this year, came out of nowhere Mr. Chairman, and I have no idea who at the FAA, or what circumstances, brought about the withdrawal of what was clearly a commitment of AIP funds to local airports, and to use those funds for so-called higher priority projects somewhere else.

I do know that the Raleigh Memorial Airport authority has had engineering and other design work done, environmental studies made, and had begun other preliminary work on the parallel taxiway based on FAA correspondence stating that the $817,409 award was assured, and that the remainder of the $3.5 million project had also been approved for funding.

Mr. Chairman, all FAA correspondence on this matter is attached to my Statement, and I urge your perusal of them as a basis for considering full funding for Raleigh County Memorial Airport in the coming year.

Thank you, Mr. Chairman.

U.S. Department
of Transportation

Federal Aviation
Administration

800 Independence Ave., S.W
Washington, D.C. 20591

RECEIVED
BECKLEY OFFICE

FEB 24 1993

FEB 22 1993

The Honorable Nick J. Rahall, II
Member, United States House
of Representatives
110-1/2 Main Street
Beckley, West Virginia 25801

Dear Mr. Rahall:

Thank you for your letter on behalf of Mr. Jerry Fink regarding support for a parallel taxiway project at Raleigh County Memorial Airport.

As we noted in our letter of February 1, the Federal Aviation Administration (FAA) did allocate funds to commence this project in 1992, but we had to defer the project and the allocated funds because the sponsor did not complete the environmental requirements before the end of the fiscal year. Those funds were designated for other use.

We are aware that the sponsor has now completed the required documentation, and the project is now eligible for programming. However, at this stage of the current fiscal year, the limited amount of discretionary funds for commercial service airports, such as Raleigh County Memorial, has been allocated for high priority projects throughout the Nation. Consequently, the FAA is unable to identify funds for the estimated $3.5 million project.

The sponsor does have $588,137 in its designated entitlement funds available for its use this fiscal year. The sponsor may apply for these funds for work related to the taxiway project at this time. We recommend that the airport sponsor work with our Eastern Region Airports District Office to formulate an application for a project

Copy & short memo to Jerry.

which, at a minimum, would reimburse for engineering design and could also start a first stage of construction. The remainder of the project would compete very favorably for fiscal year 1994 funding.

Sincerely,

Quentin S. Taylor

Quentin S. Taylor
Acting Assistant Administrator
  for Airports

cc: Washington Office

U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.V
Washington, D.C. 20591

RECEIVED
BECKLEY OFFICE
FEB 05 1993

FEB 1 1993

The Honorable Nick J. Rahall, II
Member, United States House
of Representatives
110 1/2 Main Street
Beckley, WV 25801

Dear Mr. Rahall:

Thank you for your letter requesting a clarification on a grant that was issued to the Beckley/Raleigh County Airport under the Airport Improvement Program (AIP).

Our letter of March 26, 1992, correctly stated that the Federal Aviation Administration (FAA) had made a tentative allocation of $817,409 in AIP funds to begin construction of a parallel taxiway. However, the allocation was withdrawn because the project environmental requirements had not been met by the end of the fiscal year deadline (September 30, 1992). At the request of the sponsor, the FAA Airports District Office awarded a grant, in the amount of $234,000, for the rehabilitation of an apron and the purchase of an airport rescue and firefighting vehicle.

All AIP projects, including projects for plans and specifications, require environmental processing prior to FAA approval. Environmental processing for this project required an Environmental Impact Assessment Study. This study and the resulting Finding of No Significant Impact, was not completed until after the start of the new fiscal year. Normally, tentative allocations are not issued until all environmental requirements have been met. However, in this case, the Airports District Office believed it to be prudent to proceed with issuing the tentative allocation because of the airport sponsor's desire to immediately proceed with the project and because it was hoped that the environmental processing would be completed in time. We regret any misunderstanding or confusion this matter may have caused.

We encourage the airport sponsor to continue to work closely with the FAA Airports District Office to ensure that all project requirements are met so that there will be a smooth transition from tentative allocation to grant award for all future AIP projects.

Sincerely,

Quentin S. Taylor

Quentin S. Taylor
Acting Assistant Administrator
for Airports

Enclosure
Transmitted Correspondence

cc: Washington Office

U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W
Washington, D.C. 20591

DEC 23 1992

The Honorable Nick J. Rahall, II
Member, United States House
  of Representatives
110 1/2 Main Street
Beckley, WV 25801

DEC 28 1992
RECEIVED
[illegible]

Dear Mr. Rahall:

Thank you for your letter on behalf of Mr. Jerry Fink requesting Airport Improvement Program (AIP) discretionary funds for construction of a parallel taxiway at Beckley/Raleigh County Airport.

The Federal Aviation Administration's Eastern Region is aware of the need for this improvement and supports the project. However, due to the limited AIP discretionary funds and the demand for high priority work at other locations, we are not able to identify funds for this project. The grant awarded in 1992 for $234,000 was for apron rehabilitation and acquisition of an aircraft rescue and firefighting vehicle only. A grant to construct a parallel taxiway has not been awarded.

We encourage the airport sponsor to continue to work with the Eastern Region to identify any funds that could be used to meet the airport development needs.

Sincerely,

Leonard L. Griggs, Jr.
Assistant Administrator
  for Airports

cc: Washington Office

U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

MAR 26 1992

The Honorable Nick J. Rahall, II
Member, United States House
  of Representatives
110 1/2 Main Street
Beckley, WV 25801

Dear Mr. Rahall:

Acting Administrator Harris has asked me to respond to your letter on behalf of Mr. Jerry Fink supporting the Raleigh County Airport Authority's request for Airport Improvement Program (AIP) discretionary funding for completion of the parallel taxiway at Raleigh County Memorial Airport.

We are very pleased to confirm that a commitment of $817,409 in AIP fiscal year 1992 funds has recently been announced to begin construction of the parallel taxiway.

We intend to provide additional support for the parallel taxiway project in future years as funds become available. Please be assured that representatives from our Beaver Airports District office will continue to work closely with Raleigh County officials to develop a funding plan for completion of the taxiway.

Sincerely,

Quentin S. Taylor
for Leonard L. Griggs, Jr.
Assistant Administrator
  for Airports

cc: Washington Office

Third District, Kentucky

Congressman Ron Mazzoli

NEWS RELEASE

TESTIMONY OF CONGRESSMAN RON MAZZOLI
BEFORE THE
SUBCOMMITTEE ON TRANSPORTATION
OF THE
COMMITTEE ON APPROPRIATIONS
MAY 11, 1993

Mr. Chairman and Distinguished Members of the Subcommittee:

I appreciate the opportunity to testify in support of my request that a Section 3 allotment in the amount of $9.196 million for the Transit Authority of River City (Louisville, Kentucky), be included in the legislation making Fiscal Year 1994 appropriations for the U.S. Department of Transportation.

$6.556 million of the total request will assist the Transit Authority of River City (TARC) in purchasing thirty-five (35) 40-foot Advanced Design Buses, and a federal share of $2.640 million will aid TARC in purchasing fifteen (15) 35-foot Advanced Design Buses. The required local funding match will be provided from TARC's Mass Transit Trust Fund.

Mr. Chairman, your panel's support for my first request on behalf of TARC will allow the agency to replace older buses in its fleet. The older vehicles, I understand, meet the Federal Transit Administration's retirement criteria for bus replacement.

Once the buses are purchased, 80 percent of TARC's fleet of 302 buses will be lift-equipped, thus aiding TARC with its long-time priority of expanding service to the elderly and disabled. Moreover, new vehicles, which meet 1994 Environmental Protection Agency emission standards, will permit TARC to continue its vigorous efforts to comply with Clean Air Act requirements and air quality attainment standards for the Louisville region.

2246 Rayburn Building, Washington, D C 20515 (202) 225-5401 • Room 216, 600 Martin Luther King, Jr Place, Louisville, Kentucky (502) 582-5129

Since 1971, the residents of my community of Louisville and Jefferson County have been served by TARC. This public transit authority, governed by an eight-member Board of Directors, is a joint agency of the City of Louisville and Jefferson County. A Mass Transit Trust Fund, made possible by a Louisville and Jefferson County occupational tax, provides TARC with its primary source of operating funds.

In keeping with the objectives of the Intermodal Surface Transportation Efficiency Act of 1991, TARC has undertaken a long-range strategic planning process. This process will assist TARC with achieving its very worthy goal of providing efficient public transportation for the Louisville and Jefferson County metropolitan area.

Mr. Chairman, a Section 3 allotment for TARC will make it possible to promote and move forward on each of its aims. I would greatly appreciate the Subcommittee's thoughtful consideration of my request.

Again, thank you for the opportunity to join with you in support of the Transit Authority of River City and my community's transportation needs.

Transit Authority of River City
1000 West Broadway • Louisville, Kentucky 40203

STATEMENT FOR THE RECORD

BY

Mr. Robert Benson
Chairman of the Board
Transit Authority of River City
Louisville, Kentucky

on

Fiscal Year 1994 Transportation Appropriations

Subcommittee on Transportation and Related Agencies
Committee on Appropriations
US House of Representatives

May 10, 1993

Transit Authority of River City

1000 West Broadway • Louisville, Kentucky 40203

Statement of Robert P. Benson, Chairman of the Board
Transit Authority of River City, Louisville, Kentucky

May 10, 1993

Mr. Chairman, members of the committee, thank you for this opportunity to provide additional information in support of the Fiscal Year 94 request by the Transit Authority of River City (TARC) for a Section 3 allotment in the legislation making appropriations for the Department of Transportation. Our request is for $9.196 million for the purchase of replacement buses. Of the total request, $6.556 million will assist TARC in purchasing thirty-five (35) 40-foot Advanced Design Buses. A federal share of $2.640 million will aid TARC in purchasing fifteen (15) 35-foot Advanced Design Buses. The buses to be purchased meet the Federal Transit Administration's retirement criteria for bus replacement.

This request supports two specific objectives important to both TARC and the Congress:

1) The additional buses will permit expansion of service to the elderly and disabled.
2) It will help the community in its efforts to comply with Clean Air Act Standards.

These 50 buses, along with 49 contained in our recently approved Section 9 grant, will leave TARC with only 57 buses that are not accessible to the disabled. Therefore, over 80 percent of the total fleet of 302 buses will be lift-equipped. This will give TARC much more flexibility on the fixed route side as we consider how to contain costs on the paratransit side.

In terms of impact on air quality, these vehicles will be replacing buses purchased in 1977, 1980 and 1982 when vehicle emission regulations were not as stringent. They will meet 1994 EPA emission standards, hastening TARC's ability to comply with Clean Air Act requirements and help the Louisville region reach attainment.

In order to understand our request more fully, it would help to have some background about TARC. TARC is a public transit authority that serves the Louisville and Jefferson County, Kentucky Metropolitan Area. Created in 1971, TARC is a joint agency of both the City of Louisville and Jefferson County made possible under Kentucky law. TARC is governed by an eight-member Board of Directors. The Mayor of Louisville, Jerry E. Abramson, and the County Judge/Executive, David Armstrong, each appoint four members to this board.

TARC is, as far as we can tell, the largest bus-only transit operator in the southeast. It operates a total of 51 bus routes: 16 radials, 22 express, 4 feeders, 5 crosstown, and 4 circulators. TARC's fleet totals 302 passenger revenue vehicles, and in 1992 the system operated a total of 8,900,000 scheduled vehicle miles. TARC also provides an extensive curb-to-curb paratransit service for disabled persons.

Throughout its history, TARC has enjoyed widespread community support as well as relative fiscal stability. The primary source of TARC's operating budget is the Mass Transit Trust Fund, a twotenths of one percent occupational tax paid by all workers in Louisville and Jefferson County. This tax provides TARC with a strong, dedicated funding base. Support of transit in the Louisville area is not confined to the "transit dependent" population. A wide array of citizens of Louisville and Jefferson County, many of whom may not have expected ever to use transit service themselves, demonstrated support for publicly-funded transit by passing the occupational tax to fund transit in 1974.

In FY1992, the occupational tax revenues funded over 70 percent of TARC's operating expenses, and that figure will be higher this fiscal year. As our federal formula appropriations have decreased, local revenue sources have had to make up the difference. We recognize the deficit dilemma Congress faces and are not asking for additional operating funds in this request. However, the Section 3 bus replacement funds are to be used exactly for the purpose we are requesting.

In addition to our on-going bus operations, TARC has embarked on a long-range strategic planning effort to make Louisville/Jefferson County a truly intermodal community in the spirit of the Intermodal Surface Transportation Efficiency Act (ISTEA). The "TARC 2020" report released last year kick-started a planning process that includes government, business, and civic leaders in an effort to address metropolitan Louisville's immediate and long-term transportation needs. Steps have already been taken to put a regional transportation network in place which will provide fast, convenient public transportation from suburb to suburb (where much of the metropolitan area's job and population growth is occurring) as well as between the region's core city and its suburbs.

Another important element in Louisville's vision for an overall intermodal plan is a light-rail system that would serve commuters in Jefferson and surrounding counties, and connect the core city with the airport, the University of Louisville, the state fairgrounds and Churchill Downs. TARC is working closely as a partner with Louisville's metropolitan planning organization, KIPDA, to be sure that the short and long-term transit projects for the region meet the objectives of ISTEA, the Clean Air Act and the Americans with Disabilities Act and are built through a consensus of community and private-sector leadership.

Louisville and TARC have a very positive story to tell in transit. We have used our formula funds for routine, on-going needs such as vehicle purchases, facility rehabilitation, a two-way radio system, and, within the next 18 months, a new fare collection system. These routine needs cannot be totally accomplished through formula funding because of federal cutbacks, so we are making our first request for Section 3 discretionary funding. On behalf of the Board of TARC, Louisville Mayor Jerry Abramson and Jefferson County Judge David Armstrong, I respectfully urge the committee's favorable consideration of this request.

Your support will further TARC's vision as the champion of alternatives to the driver-only vehicle as well as our efforts to better serve our community's elderly and people with disabilities.

TESTIMONY OF CONGRESSWOMAN NITA M. LOWEY
BEFORE THE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE
MAY 7, 1993

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE, I APPRECIATE THIS OPPORTUNITY TO TESTIFY REGARDING A NUMBER OF ISSUES OF CONCERN TO MY DISTRICT WHICH MERIT PRIORITY FUNDING FROM THE DEPARTMENT OF TRANSPORTATION.

THESE PROJECTS ARE CRITICAL TO SPURRING URBAN REVITALIZATION AND ECONOMIC GROWTH IN PORTIONS OF THE NEW YORK METROPOLITAN AREA WHICH HAVE BEEN DEVASTATED BY THE RECESSION. I HAVE REVIEWED CAREFULLY THE CRITERIA THAT YOU HAVE DEVELOPED FOR TRANSPORTATION RELATED PROJECTS, AND I AM CONFIDENT THAT YOU WILL FIND THESE PROJECTS TO FIT YOUR CRITERIA FOR ECONOMIC GROWTH, COST-EFFECTIVENESS AND SAFETY.

CROSS COUNTY PARKWAY/NEW YORK STATE THRUWAY (I-87) EXCHANGE

I AM SEEKING $2 MILLION FOR FEASIBILITY AND DESIGN STUDIES FOR IMPROVED ACCESS TO THE CROSS COUNTY PARKWAY FROM THE NEW YORK STATE THRUWAY. THIS IS ONE OF THE MOST DANGEROUS, CONGESTED INTERSECTIONS IN THE REGION'S HIGHWAY NETWORK. CURRENTLY, EXIT FROM THE THRUWAY REQUIRES TRAVELERS TO WEAVE ACROSS THREE LANES OF TRAFFIC ON CENTRAL PARK AVENUE, A HEAVILY TRAVELLED ROAD, TO ACCESS THE CROSS COUNTY PARKWAY. NUMEROUS ACCIDENTS HAVE OCCURRED, AND WE CANNOT EVEN MEASURE THE ECONOMIC LOSSES INCURRED AS A RESULT OF RESIDENTS AND TRAVELLERS CHOOSING TO AVOID THE DANGEROUS INTERSECTION AND SURROUNDING COMMERCIAL AREAS. SUCH REROUTING OF TRAFFIC ADDS TO CONGESTION ON NEARBY LOCAL STREETS, WASTES FUEL AND ADDS EMISSIONS IN AN AREA STRIVING TO COMPLY WITH THE CLEAN AIR ACT.

THE FUNDS I AM REQUESTING WOULD BE USED TO DETERMINE THE FEASIBILITY OF A RECONFIGURED EXIT THAT WOULD INCLUDE A RAMP DIRECTLY TO THE PARKWAY, ELIMINATING THE GRADE LEVEL CROSSING OF A LOCAL STREET. THE GOAL, OF COURSE, WOULD BE TO CREATE A SAFE EXIT.

RECONFIGURING ACCESS TO THE CROSS COUNTY WOULD NOT ONLY GREATLY IMPROVE SAFETY FOR TRAVELLERS ON ALL THESE MAJOR ROADWAYS. THE STUDY AND SUBSEQUENT RECONFIGURATION OF THE THRUWAY INTERCHANGE WOULD ALSO PLAY A CRITICAL ROLE IN THE REDEVELOPMENT OF THE CENTRAL PARK AVENUE AREA. THE CURRENT CONFIGURATION HAS HAMPERED DEVELOPMENT. LAND HAS REMAINED VACANT BECAUSE OF ACCESS PROBLEMS. ALTHOUGH THE AREA TO THE NORTH OF THE INTERCHANGE HAS STRONG AND HIGH QUALITY RETAIL ACTIVITY, THE AREA TO THE SOUTH IS UNDERUTILIZED, AND THE CURRENT SHOPPING CENTER IS TOO DIFFICULT TO ACCESS FROM SOME DIRECTIONS. I WOULD REMIND YOU THAT THE CITY OF YONKERS HAS BEEN FACING SEVERE FINANCIAL DIFFICULTIES FOR A NUMBER OF YEARS AND HAS BEEN SUBJECT TO SUPERVISION BY A STATE FINANCIAL CONTROL BOARD. THIS SITUATION MAKES ECONOMIC DEVELOPMENT IN YONKERS A PARTICULARLY HIGH PRIORITY OF STATEWIDE CONCERN.

THIS IS AN AREA THAT IS TRULY RIPE FOR SOUND INVESTMENT AND PLANNED DEVELOPMENT. WITH THE RIGHT KIND OF INVESTMENT WE CAN MAKE A DIFFERENCE IN THE ECONOMY OF SOUTHERN WESTCHESTER AND PARTICULARLY THE CITY OF YONKERS. IMPROVING ACCESS TO THE CROSS COUNTY PARKWAY AND NEARBY PARCELS OF LAND WOULD ENCOURAGE MIXED USE DEVELOPMENT THAT WOULD INCLUDE COMMERCIAL, OFFICE, AND RESIDENTIAL ACTIVITY.

CONTINUATION OF FUNDING FOR EASTCHESTER CREEK BRIDGE REPLACEMENT (I-95)

I AM SEEKING $12.2 MILLION TO COMPLETE THE FEDERAL SHARE OF WORK ON THE REPLACEMENT SPAN OF THE EASTCHESTER CREEK BRIDGE ON I-95. THE EASTCHESTER CREEK BRIDGE IS A PROJECT WHICH STANDS UP WELL TO ANY ANALYSIS OF NEED AND ECONOMIC BENEFIT.

THE 35 YEAR OLD LIFT BRIDGE IS LOCATED ON A BUSY STRETCH OF INTERSTATE 95. FOR SAFETY, MOBILITY, AND ECONOMIC REASONS THE NEW YORK STATE THRUWAY AUTHORITY SOUGHT AND RECEIVED SIGNIFICANT FEDERAL FUNDS LAST YEAR TO COMMENCE CONSTRUCTION OF A NEW SPAN. SPECIFICALLY, THE FISCAL YEAR 1993 TRANSPORTATION APPROPRIATIONS INCLUDED AN INITIAL $15 MILLION FOR THIS PROJECT FROM THE HIGHWAY BRIDGE REPAIR AND RECONSTRUCTION PROGRAM. TODAY I AM REQUESTING ADDITIONAL BRIDGE DISCRETIONARY FUNDS OF $12.2 MILLION, WHICH WOULD COMPLETE THE FEDERAL SHARE OF THIS PROJECT.

FEDERAL SUPPORT IN THE FINAL STAGES OF THIS PROJECT WILL ENABLE THE STATE TO COMPLETE LONG-OVERDUE WORK. CONTINUED FUNDING OF THIS PROJECT WILL HAVE THE FOLLOWING BENEFITS:

* REDUCED CONGESTION -- THE BRIDGE CARRIES 72,000 VEHICLES PER DAY. IN RECENT YEARS, THE BRIDGE SPAN HAS BEEN INTERRUPTED BY OPENINGS ON AVERAGE MORE THAN 150 TIMES A YEAR. EACH TIME IT OPENS, HUNDREDS, SOMETIMES THOUSANDS, OF VEHICLES ARE CAUGHT IN TRAFFIC JAMS.

* ENERGY CONSERVATION AND IMPROVED AIR QUALITY -- PREVENTING THE WASTEFUL IDLING OF CARS WILL MEAN FUEL SAVINGS AND REDUCED AUTO EMISSIONS.

* IMPROVED PRODUCTIVITY -- THE BRIDGE CARRIES THOUSANDS OF COMMUTERS EACH DAY, WHO LOSE PRECIOUS TIME DUE TO NORMAL CONGESTION ON THE I-95 CORRIDOR. ADDITIONALLY, I-95 IS A MAJOR TRUCKING CORRIDOR.

COMPLETION OF THIS PROJECT IS A TOP PRIORITY OF THE NEW YORK STATE THRUWAY AUTHORITY AND OF MINE. IT IS CERTAINLY IMPORTANT TO TRAVELLERS THROUGHOUT THE NORTHEAST.

PEDESTRIAN SAFETY AND SMALL BUSINESS ACCESS ON QUEENS BOULEVARD, QUEENS

I AM ALSO SEEKING $100,000 TO INITIATE A STUDY OF PEDESTRIAN SAFETY IMPROVEMENTS ON A SEGMENT OF QUEENS BOULEVARD, NEW YORK HIGHWAY 25. QUEENS BOULEVARD IS THE BUSIEST ARTERIAL ROADWAY IN NEW YORK CITY -- IT HAS TWO SERVICE LANES IN EACH DIRECTION, SEPARATED BY A MEDIAN FROM THREE THROUGH TRAFFIC LANES IN EACH DIRECTION. THUS, IN ORDER TO CROSS THE BOULEVARD, A PEDESTRIAN MUST CROSS 10 LANES OF TRAFFIC. THE AVERAGE WIDTH OF AN INTERSECTION ON QUEENS BOULEVARD IS 175 FEET, BUT ONE PARTICULARLY DANGEROUS INTERSECTION IS 290 FEET ACROSS. AT EACH OF THESE INTERSECTIONS PEDESTRIANS HAVE ONLY 30 SECONDS TO CROSS. THIS HAS RESULTED IN NUMEROUS ACCIDENTS, AND QUEENS BOULEVARD HAD THE DUBIOUS DISTINCTION OF BEING NUMBER ONE IN NEW YORK CITY PEDESTRIAN FATALITIES IN 1991.

TWO-THIRDS OF THE ACCIDENTS INVOLVE PEDESTRIANS WHO ARE 70 YEARS OF AGE OR OLDER. OFTEN, THESE SENIORS ARE UNABLE TO CROSS THE MANY LANES OF TRAFFIC IN THE TIME ALLOTTED. I AM PARTICULARLY CONCERNED THAT THIS SITUATION WILL WORSEN AS THIS ALREADY OLDER COMMUNITY CONTINUES TO AGE. 26% OF AREA RESIDENTS ARE OVER 65.

THIS IS A TRAGIC SITUATION WHICH I HOPE TO ADDRESS WITH THE HELP OF THIS SUBCOMMITTEE. THE FUNDS I AM SEEKING WOULD FINANCE A STUDY OF OPTIONS TO IMPROVE PEDESTRIAN SAFETY TO REDUCE THIS UNACCEPTABLY HIGH LEVEL OF TRAFFIC FATALITIES. AMONG THE OPTIONS THE STUDY WOULD REVIEW ARE: ADDITIONAL TRAFFIC LIGHTS, CHANGING THE TIME SEQUENCE OF TRAFFIC LIGHTS, CONSTRUCTING PEDESTRIAN BRIDGES, AND PROVIDING ADDITIONAL SAFE STORAGE SPACE ON THE MALL AREAS. IN ADDITION TO THE SAFETY BENEFIT, IMPROVING CROSSING SAFETY WOULD ENCOURAGE UTILIZATION OF THE SMALL BUSINESSES THAT ARE LOCATED ACROSS QUEENS BOULEVARD FROM RESIDENTIAL AREAS.

FOR NEARLY 20 YEARS, AREA RESIDENTS HAVE STRUGGLED TO DEVELOP A SENSIBLE WORKABLE SOLUTION TO THIS ONGOING PROBLEM. THIS IS EXTREMELY IMPORTANT TO THE THOUSANDS UPON THOUSANDS OF AREA RESIDENTS WHO TRAVERSE QUEENS BOULEVARD EVERYDAY. A MINIMAL INVESTMENT CAN BE CRITICAL IN IDENTIFYING STEPS TO EFFECTIVELY IMPROVE TRAFFIC SAFETY AND QUALITY OF LIFE FOR RESIDENTS.

WESTCHESTER COUNTY BUS REPLACEMENT

FIFTY TRANSIT BUSES PURCHASED IN WESTCHESTER COUNTY, NEW YORK IN 1979 ARE IN NEED OF REPLACEMENT. FEDERAL TRANSPORTATION ADMINISTRATION OFFICIALS IN NEW YORK EVEN ENCOURAGED THE WESTCHESTER COUNTY DEPARTMENT OF TRANSPORTATION TO PURSUE FUNDING FOR THESE URGENTLY NEEDED BUSES AS PART OF THE PROPOSED STIMULUS PACKAGE. .

I AM REQUESTING THAT THE COMMITTEE PROVIDE $9 MILLION FROM THE SECTION 3 BUS DISCRETIONARY PROGRAM FOR THIS PURPOSE. THE BENEFITS OF BUS REPLACEMENT WOULD BE SIGNIFICANT AND IMMEDIATE:

* IMPROVED AIR QUALITY IN THIS CLEAN AIR ACT NON-ATTAINMENT

AREA, AS NEW BUSES BUILT UNDER TOUGHER EMISSION STANDARDS WOULD SIGNIFICANTLY REDUCE POLLUTANTS.

- NEW BUSES WOULD INCLUDE WHEEL CHAIR LIFTS, AND WOULD HELP THE COUNTY DOT MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS, WHILE ALSO RELIEVING COSTLY PARA-TRANSIT SERVICE.
- A DECREASE IN OPERATING EXPENSES, AS NEW BUSES WOULD REQUIRE LESS MAINTENANCE AND WOULD BE MORE FUEL EFFICIENT.
- INCREASED RIDERSHIP.

THANK YOU AGAIN FOR THE OPPORTUNITY TO HIGHLIGHT A NUMBER OF TRANSPORTATION RELATED PROJECTS OF IMPORTANCE TO MY DISTRICT. IN THIS TIME OF FISCAL RESTRAINT I KNOW WE ALL AGREE THAT WE MUST INVEST WISELY IN OUR INFRASTRUCTURE TO INCREASE SAFETY AND SPUR MUCH-NEEDED ECONOMIC GROWTH. I CAN ASSURED THE SUBCOMMITTEE THAT THESE PROJECTS WILL CONTRIBUTE GREATLY TO THE ECONOMIC HEALTH AND SAFETY OF THE NEW YORK REGION. I THANK YOU FOR YOUR CONSIDERATION.

CONGRESSMAN MIKE KOPETSKI

STATEMENT BEFORE THE APPROPRIATIONS COMMITTEE SUBCOMMITTEE ON TRANSPORTATION

MAY 6, 1993

Mr. Chairman and Members of the subcommittee, I thank you for the opportunity to appear here today. I recognize fully both the gravity and the sheer volume of decisions this subcommittee must make and, accordingly, I will be brief.

Mr. Chairman, it is my understanding the Transportation Subcommittee has issued new guidelines for appropriations. Although I have not yet had a chance to review the guidelines, I look forward to working with interested parties in my District and the Subcommittee to ensure the new guidelines are met.

For almost a decade, I have worked in the Oregon State Legislature and now in the Congress to correct the major infrastructure deficiency in the State of Oregon. This major infrastructure deficiency is Interstate 5 through Salem, Oregon's Capitol City. Interstate 5 is the major thoroughfare through Oregon and my Congressional District. Each year over $30 billion in economic activity is slowed considerably on Interstate 5 through Salem. Salem, Oregon's third largest city, is the only major city in Oregon and along the I-5 system still served by a four lane freeway. This stretch of Interstate 5 constructed in the 1950's is unable to handle current traffic. And the traffic flow through Salem is expected to double in the next 25 years.

With this in mind, I respectfully and with some urgency, request this subcommittee appropriate $45 million in I-4R funds to Oregon to eliminate this frustrating bottleneck. The I-5 project, with the complete support of Governor Barbara Roberts and the Oregon Department of Transportation, will widen nine miles of interstate and make necessary improvements to three interchanges. In fact, this is the number one priority project of the Oregon Department of Transportation.

Mr. Chairman, I cannot overstate Oregon's need to rectify this deficiency or my adamant support for this project.

The second item I wish to share with this subcommittee is the Westside Light Rail project. Earlier today, this Subcommittee received testimony from Representative Elizabeth Furse, Representative Ron Wyden and Mr. Tom Walsh of Tri-Met. I want to associate myself with their remarks on Westside Light Rail and add my complete support. This project, though outside my Congressional District, is of statewide importance. I join my colleagues in requesting an appropriation of $145 million as called for in Tri-Met's Full Funding Grant Agreement contract with the Federal Transit District. These funds will be used for construction and final design of the Westside Light Rail Project.

I also join my colleagues in requesting that the subcommittee include legislative language to address the Federal Transit Administration's "One Corridor at a time" rule. This rule hinders and discourages regional planning and intermodalism nationwide. In Oregon, the regional government in the Portland area has devoted its time and resources to study a "South-North" corridor, from Clackamas County to Clark County in Washington. The ability of regional government in Oregon to address the needs of my Congressional District necessitates a change in FTA rules. I strongly encourage this Subcommittee to make this practical change.

The Federal Railroad Administration designated recently five corridors for development of high-speed rail. One of the corridors is from Eugene, Oregon to Vancouver, B.C.. Governor Barbara Roberts has requested the Oregon State Legislature provide $11.5 million in state funds for the high-speed rail plan. I urge this Subcommittee to appropriate $45 million to match Oregon's commitment to high-speed rail.

Mr. Chairman, let me close by endorsing full funding of the ISTEA legislation adopted in the last Congress. I recognize the difficulty this Subcommittee faces, perhaps the most difficult decisions facing any appropriations subcommittee. If I can provide any assistance, please do not hesitate to contact me or my staff personally. Thank you, Mr. Chairman.

JAN MEYERS
3D DISTRICT KANSAS

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Congress of the United States
House of Representatives
Washington, DC 20515-1603

SMALL BUSINESS COMMITTEE
RANKING REPUBLICAN

FOREIGN AFFAIRS COMMITTEE

SELECT COMMITTEE ON AGING

VICE CHAIRMAN
ENVIRONMENTAL AND ENERGY STUDY COMMITTEE

AT-LARGE MEMBER
REPUBLICAN POLICY COMMITTEE

Statement of Congresswoman Jan Meyers (R-Kansas)
before the Transportation Appropriations Subcommittee
in support
of the Eastern Parkway in Lawrence, Kansas

May 6, 1993

Mr. Chairman and Members of the Subcommittee, I appreciate the opportunity to submit testimony in support of partial federal funding for the Eastern Parkway, a much-needed highway project in Lawrence, Kansas, which is part of the Third District of Kansas I represent.

I commend Subcommittee for its decision to review each project on its merits, including its job-creating potential. The Eastern Parkway fits your criteria, and the City of Lawrence is providing me detailed information as to the long-term economic impact that the Eastern Parkway will have in Lawrence and Douglas County. I will forward the information as soon as I receive it.

If you are not familiar with Lawrence, it's just a short drive west of Kansas City on K-10, a four-lane limited access state highway. Lawrence is a growing community. Census data (1990) shows Lawrence's population grew 21 percent between 1980 and 1990 to 69,000. At the same time, Douglas County, where

Lawrence is located, grew in population by 24 percent. This growth is indicative of a wider trend in Kansas' population growth, shifting towards the eastern part of the state, including Lawrence.

With its growing population, Lawrence is the home of many major employers. Some of Lawrence's leading employers are the University of Kansas (over 8,000 people), Hallmark Cards (1,000 people), Sallie Mae (600 people), Packer Plastics (600 people), and Bendix-King (500 people). Highly-skilled blue collar workers commute to Lawrence for employment, and many white collar Lawrence residents travel daily to their jobs in Topeka and neighboring Johnson County, which is the fastest growing county in the State of Kansas with a population of 355,000 people. One of the contributing factors to Lawrence's growth and its productive business climate is because it's transversed by several major highways--I-70 (the Kansas Turnpike), U.S. Highway 40, and U.S. Highway 59.

As a result of the continued population and economic growth in Lawrence and Douglas County this past decade, there has been a dramatic increase in traffic on K-10 highway. K-10 traffic tripled in the 1980s. According to the Kansas Department of Transportation, the K-10 corridor has the fastest rate of growth in traffic of any state highway!

Recognizing Lawrence will continue to grow and K-10 traffic will soon overload its city streets, City of Lawrence, Douglas County officials and business leaders proposed the Eastern Parkway to provide an alternate, direct route from K-10 to the major Lawrence highways, while alleviating local congestion. Currently, Lawrence's traffic becomes congested several times a day, and this bottleneck has created safety concerns for families and residents living near roads providing access to highways. In addition, the Eastern Parkway is a major portion of the Lawrence Circumferential Road System, designed to direct traffic bound for destinations beyond Lawrence around the city.

On behalf of my Lawrence and Douglas County constituents, I am asking the Subcommittee to provide $8.2 million in fiscal year 1994 for the Eastern Parkway. According to the City of Lawrence, the total cost of the Eastern Parkway is $14.7 million in 1995 dollars, which includes the construction of two elevated crossings over railroad tracks. There is strong support for the Eastern Parkway in Lawrence, especially since voters in 1990 approved a $4 million bond issue for the project. This bond issue, combined with a $2.5 million commitment from the State of Kansas, will provide over 40 percent of the total construction costs for the Eastern Parkway project.

My request for funding for the Eastern Parkway is not new to the Subcommittee. During the Subcommittee's work last year on its conference report, I made an identical request for the Eastern Parkway. Senate Minority Leader Bob Dole and I worked together on this project last year, and we will continue to do so this year.

Mr. Chairman, the Eastern Parkway is essential and accordingly meets the Subcommittee's criteria of long-term positive economic impact. In addition, Lawrence and Douglas County officials unanimously support the Eastern Parkway, as does the Lawrence Chamber of Commerce.

Thank you again for allowing me to submit this request. It is my hope the Subcommittee will provide $8.2 million for the Eastern Parkway so Lawrence can continue to grow as a vibrant community, and make the infrastructure changes needed to meet that growth.

TESTIMONY OF CONGRESSMAN JAMES V. HANSEN
BEFORE THE TRANSPORTATION SUBCOMMITTEE
OF THE
HOUSE APPROPRIATIONS COMMITTEE

May 6, 1993

Chairman Carr, distinguished members of the Subcommittee, I appreciate the opportunity I have to appear before the Subcommittee. On behalf of the constituents of the First District of Utah I am asking along with leaders from the State of Utah for $73,600,000 for the continuation of completion of upgrading U.S. 89 and $3,600,000 for the completion of a new interchange on Interstate 15 (I-15).

The U.S. Highway 89 route extends approximately 12 miles between the cities of Farmington and Ogden. Not only does it provide the principal link between major Interstates and these cities, but it is the main line of transportation between many smaller communities and their markets and suppliers. Additionally, it is a principal connection between a major Air Force installation, Hill Air Force Base, and the rest of the country.

Last year Congress appropriated $2,400,000 to continue conducting initial studies and engineering. The $2,400,000 is an initial portion of a larger, multi-year appropriation initially requested by myself, former Senator

Jake Garn and Senator Orrin Hatch.

This project has been authorized through the Highway Reauthorization Bill but for far less than is needed to complete the project. The reasons that I have come before the Committee to seek continued funding for U.S. 89, are that the concerns with the highway continue to multiply as the highway is excessively dangerous, the volume of traffic is too large for the size of the highway, and the local and state governments simply cannot afford to pay for the upgrade of U.S. 89.

I am also asking that the Committee appropriate $3,600,000 for the completion of a new interchange on I-15 at Forest St. in Brigham City, Utah. Spending for the project has been authorized at a level of $3,600,000 in the Highway Reauthorization Bill.

The proposed site of the interchange is located west of Brigham City, Utah. This is the present location of Morton International and the United States Department of the Interior's Bear River Bird Refuge.

Morton International is a large manufacturer of automotive safety products. At present, there is no direct off-ramp providing access from I-15 to the Morton International facility. Being the largest manufacturer of automotive air bags, Morton International is projecting dramatic growth at the Brigham City site over the next four years.

Travelers to the Morton International facility must presently access the plant by exiting I-15 approximately 3 miles south of the plant or approximately 3 miles to the north of the plant and necessitates heavy trucks enroute to the plant to travel by way of busy streets to reach the Morton International facility. Reduction of congestion and increased safety are utmost in the planning of the new interchange.

Again, I would like to reiterate my support for the effort of the State of Utah to obtain $73,600,000 to complete upgrade of U.S. Highway 89 and $3,600,000 to construct a new interchange on I-15. As growth continues in these areas the safety and logistic concerns will only continue to mount.

Statement of the Hon. E. Clay Shaw, Jr.
Before the House Appropriations Committee
Transportation Subcommittee
March 23, 1993

Mr. Chairman, thank you for this opportunity to testify on behalf of an important federal funding request for the 17th Street Tunnel/Bridge project located in Fort Lauderdale, Florida. This will be the fifth year in a row that I have appeared before this subcommittee on behalf of this worthy project, and I very much appreciate the consistent support of the subcommittee during this time.

As members of this subcommittee may recall, Congress last year appropriated $4.912 million for this project as part of the FY93 Transportation Appropriation bill. In previous years, Congress approved $5.225 million as part of FY92 Transportation Appropriation bill and $3.692 million as a part of FY91 Transportation Appropriation bill. Congress has also authorized the 17th Street Tunnel/Bridge as a part of the Intermodal Surface Transportation Efficiency Act of 1991 at a funding level of $13.6 million. Altogether, Congress has allocated a total of $27.429 million for this important project.

Due to recent local concern, the Florida Department of Transportation is completing a study on whether a bridge or a tunnel would be the most effective replacement for the current transportation problems that exist in this area. I am anxiously awaiting their recommendation. ISTEA has authorized this project as the 17th Street Causeway tunnel/bridge project.

Presently, the drawbridge that spans the Intracoastal Waterway (ICWW) on the 17th Causeway in the heart of Fort Lauderdale is old, requires costly repairs and experiences frequent openings each day. In 1986, this bridge opened an average of 43 times a day, and up until January 1992, it opened as often as every fifteen minutes. (I encouraged the Coast Guard to change the bridge opening schedule from every fifteen minutes to openings on the hour and half-hour last year.) Unfortunately, even with this change, long lines of vehicular traffic averaging well over a half mile in length in both the eastbound and westbound directions are still all too frequent. Additionally, this area has an alarmingly high accident rate. The accident ratio of 1.87 accidents per million vehicles using the facility was above the statewide average of 1.28 for similar facilities. The 17th Street Bridge is the most heavily traveled bridge in Broward County, and it is only getting more congested with each passing day.

Another major problem concerning vehicular traffic is fast and safe evacuation access for individuals who live near the ocean on the east side of this bridge. In the event another devasting hurricane, like Hurricane Andrew, hit this area, a replacement to the current structure would provide a more efficient means of allowing these individuals proper access for evacuation. This is essential.

In addition to vehicular traffic, water vessel traffic has also been inconvenienced by the bridge openings. Water vessels are required to wait a minimum of 30 minutes between bridge openings, causing long lines along the ICWW and creating navigational and safety problems for boats and the associated shipping traffic from Port Everglades. Since the drawbridge is the busiest entry and exit point for the Intracoastal Waterway in Broward County, both water and vehicular traffic will continue to suffer.

Additionally, a new convention center opened in 1992, further adding to the horrendous traffic already found there. Situated on 33 acres at the northern end of Port Everglades, the convention center is bordered by the Intracoastal Waterway, the 17th Street Bridge, and Eisenhower Boulevard in an area that can only be described as a dense commercial development.

The cost of maintaining the status quo of the existing bridge in terms of total delay and accident costs is $29 million (1987 dollars) over a 50-year period. In addition, the current bridge is functionally obsolete (cannot carry the traffic demands). According to the Florida Department of Transportation, traffic volume is projected to increase across this bridge by a rate of 1.5% annually.

During 1990, the present 17th Street Bridge experienced 51 breakdowns. This figure rated the 17th Street Bridge the worst in breakdowns among the other 13 drawbridges which span the ICWW in Broward County. These 51 breakdowns caused the bridge to close for 42 hours, ranking it third worst among all bridges in the county. Furthermore, the Miami Herald wrote that the 17th Street Bridge received a 52.5 inspection rating during March, 1990 -- barely above the Department of Transportation's 50 point minimum standard.

Clearly, a sizable amount of money and anguish could be saved by replacing this drawbridge. The issue here is not whether we should replace the existing bridge. It is old, ineffecient and contributes to significant traffic tie-ups on the busiest bridge spanning the Intracoastal waterway. The issue concerns which alternative -a tunnel or bridge- should be used.

Mr. Chairman, the City of Fort Lauderdale, Broward County, and the State of Florida have each committed to provide funds for this project. I respectfully request $15.5 million in FY 1994 funding for continued environmental and other preliminary engineering studies, final design, and right of way acquisition. Additionally, I urge the Committee to include language that any funds appropriated toward the 17th Street Tunnel/Bridge project shall "remain available until expended, and not be subject to any obligation limitation."

Mr. Chairman, I appreciate your consideration of my request, particularly in light of Florida's increasing population and congestion problems. I am confident this panel will again craft an excellent piece of bipartisan legislation, and I look forward to supporting the subcommittee's bill on the House floor.

GOVERNOR EVAN BAYH
THE STATE OF INDIANA
CONGRESSIONAL TESTIMONY
SUBMITTED TO
THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

May 7, 1993

Mr. Chairman and Members of the Subcommittee, I appreciate the opportunity to submit testimony in support of the State of Indiana's request for a $6 million appropriation to the State's Transportation Finance Authority to help construct and equip the state-of-the-art Midwest Aviation Technology Center at Indianapolis International Airport.

As you and your colleagues on the Subcommittee may be aware, United Airlines (UAL) selected Indianapolis as the site of its new billion dollar state-of-the-art aircraft Maintenance and Operations Center (MOC-II). This facility will be the largest aircraft maintenance center in Indiana and one of the largest in the United States, employing some 6,300 men and women in highly skilled jobs. The new Center will complement and be a model for the other substantial aviation maintenance centers and aviation-related industries that are also situated in Indiana and the Midwest.

With the cooperation of three of its universities -- Purdue, Indiana State, and Vincennes -- the State of Indiana has expanded current certification and degree offerings for airframe and powerplant mechanics, aeronautical technology, aviation administration, and safety management. While these program expansions are occurring in many institutions across the state, the greatest expansion will occur in Indianapolis. The construction of the Midwest Aviation Technology Center will guide and support these expanded workforce preparation programs.

As I mentioned, the Midwest Aviation Technology Center will be situated at Indianapolis International Airport, occupying approximately 12 acres near UAL'S, U.S. Air's and American Trans Air's existing maintenance facilities. Both Federal Express and the United States Postal

Service also maintain significant operations at Indianapolis International. The site will accommodate the planned building, modest apron space for laboratory aircraft and parking for students and faculty.

The planned building will require approximately 85,000 square feet, divided equally between hanger and laboratories and classrooms and offices. Laboratories will be used for engineering drafting, sheet metal and welding, hydraulics, power plant systems, computer technology, air traffic control, materials and composites, electronics, avionics and non-destructive inspection.

The Midwest Aviation Technology Center will be managed by Vincennes University, which currently operates a small aviation maintenance program at Indianapolis International. At the Center, Vincennes will graduate 160 FAA-certified mechanics each year from its A.S. Aviation Maintenance Technology program; students graduating from this program will be prepared for immediate employment (by UAL or others) or for further educational study.

In addition to the Vincennes program, Purdue University will initiate an A.A.S./B.S. program in Aviation Technology at Indianapolis; this program has components for both Aviation Administration and for Aeronautical Technology. The Aviation Administration program will prepare students for entry into the aviation industry -- widely recognized as one of our nation's critical high-technologies -- and will also provide opportunities for those currently employed in the industry to advance their careers, especially FAA-certified airframe and powerplant mechanics who seek additional education to move into managerial and supervisory roles. The Aeronautical Technology program will provide an opportunity for students who hold associate degrees and who are FAA-certified airframe and powerplant mechanics to receive advanced preparation in technical areas, including electronics and manufacturing-related topics. Both of these program components are already in operation at Purdue's West Lafayette campus.

Finally, Indiana State University will offer a B.S. program in Safety Management at the Center. This program, one of seven in the nation, prepares professionals in safety-related occupations. The proposed program expansion in Indianapolis would place special emphasis on aviation maintenance safety programs.

It should be noted that other academic and technical programs throughout Indiana will be expanded as necessary to meet the employment demands occurring as a result of UAL's decision on its MOC-II facility. At this time we are anticipating some programs will be in operation at the Center as early as September 1993.

The Midwest Aviation Technology Center will be designed to serve a significant portion of the new workforce needs of United's MOC-II as well as the other aviation maintenance centers and related industries, including airline and jet engine manufacturers. The State of Indiana and the country as a whole have placed great importance on the training of highly skilled workers in aviation and related industries. To meet this need the State is proposing a partnership with the federal government and is seeking the Subcommittee's support for a $6 million grant towards the establishment of the Aviation Center. This figure represents approximately one-half of the current estimated capital and financing costs for building and equipping the Center. The State already has committed to provide the balance of these estimated costs and the funding necessary to operate the Center and provide the university programs. At full-scale operation, Indiana expects overall annual program costs to be approximately $2.7 million. Of this sum, approximately $1.5 million would be funded from direct state appropriations, with the balance coming from student fees and other university sources.

I would like to close by thanking the members of the Subcommittee for the opportunity to present this testimony in support of the Midwest Aviation Technology Center at Indianapolis International Airport. I hope that the Subcommittee will be able to act favorably on this important request.

STATE OF NEW MEXICO
OFFICE OF THE LIEUTENANT GOVERNOR
SANTA FE
87503

CASEY E. LUNA
LIEUTENANT GOVERNOR
PRESIDENT OF THE SENATE

CONGRESSIONAL TESTIMONY:
Transportation Subcommittee, House Appropriations Committee
Washington, D.C. May 6, 1993

Congressman Carr, Members Of the Subcommittee:

Thank you for the opportunity to submit testimony and, thus, present the views of the State of New Mexico on the importance of encouraging and fostering a more competitive commercial space industry. I might add that in addition to being Lieutenant Governor of the State of New Mexico, I am the Vice Chair of the Aerospace States Association.

My concerns today are three-fold. I wish to address the needs and concerns of state government, generally, the concerns and perspective of New Mexico, and lastly, I would like to touch on my personal perspective on how the hopefully temporary assignment of the space infrastructure grant program to the Air Force has influenced its future, even if it moves back to the Department of Transportation on October.

You will hear from several people who will talk about activities in their individual states. I, in fact, will do that also, but my first point is to emphasize the immense role that the states, individually, and collectively can play in the development of commercial space. I make this point because much of the evaluation of space enterprise has been at the behest of the federal government. Yet if you look at the development of commercial space as an endeavor composed of two pieces - a transportation component and a business development component - the state role becomes obvious. Long before the first post roads states were involved in the development of transportation policy and infrastructure. Even today, with the significant role played by the U.S. Department of Transportation, transportation infrastructure and policy is developed at the state level. This area is a classic example of intergovernmental cooperation and partnership. In contrast it is the states that have had almost exclusive domain over matters dealing with economic development, though the creation of the Economic Development Administration in the early 1960s and the merger of organizations to create the Rural Development Administration last year portent, a more vigorous federal role in the financing of infrastructure to support economic development.

It is my opinion, and that of the Aerospace States Association, that the states can play a major role in commercial space just as they have done in other transportation and economic development endeavors. The anomaly is not in a partnership between the states and the federal government, but in the virtual monopoly of space by the federal government. When space systems had a predominantly military flavor the separation made some sense. But the need today is to promote private sector activities in space. The traditional federal-state and public-private partnerships, that have been the norm for more than a century in other transportation fields, should prevail under such circumstances. The whole idea of space enterprises is to bring space technologies and space R & D into the tradition at area of commerce and business. We must stop thinking about space efforts as an exotic activity and begin to think of those efforts as part of a broader effort to modernize and revitalize American industry. That is a task that is familiar to the states. A federal-state partnership is but a first step toward public-private ventures that will truly "commercialize" space.

The space infrastructure grant program as it was discussed in 1991 represented the kind of federal-state partnership than can yield significant long term commercial success. We in the states know how to promote economic development. Some of us, through such efforts as the commercial centers for development of space (CCDS), have come to learn of the significant economic potential of space "business". A few of us, most recently New Mexico, have created port authorities and offices of commercial space to take advantage of that economic potential. The point is that the states are ready to go to work. What is lacking is a coherent plan from Washington which will define the parameters of our partnership. The space infrastructure grant program should be placed in DoT and be part of the long range budget plans of that agency, but as important, it should be a state grant program.

As I suggested earlier my concern is not merely for the states. As Lieutenant Governor of New Mexico it is incumbent upon me to address the strengths and weaknesses of the infrastructure grant program from the perspective of New Mexico. From what I have just stated, it should be obvious that the strength of the infrastructure grant program is in its linkage to the states. Most federal economic development initiatives, no less than the federal transportation programs, have a strong state flavor. There is no reason to make this program different. The second strength of this program is that it is intended to encourage private and state actions. It may seem odd coming from a state official, but I agree with a funding philosophy of providing seed capitol and start up funding, rather than using all federal dollars. Much like the practices of the EDA or the RDA, or for that matter the Federal Highway Administration, where a heavy front-end investment is followed by state responsibility for maintenance and operations we should not expect anything else from this program. If we are to have a long-term association, we must expect to bear our share of the costs. But with that we need a program that encourages innovation and creativity in the execution of program management. We will pay our share, but give us the chance to design projects that reflect our character and circumstances. In New Mexico we have some very excellent and unique federal installations that will permit us to move rapidly in the commercial space arena. Furthermore, the testing for McDonnell-Douglas's SSRT project is being conducted at White Sands. We feel very strongly that we can be a leader in the evolving partnership among federal facilities, states, and the private sector.

Having said that, we have a concern about the direction taken in the shift from DoT to the Air Force for the first round infrastructure grants. We feel very strongly that one of the key to low cost access to space is in the reusability of launch vehicles. Neither DOD, nor NASA, has paid sufficient attention to vehicle recovery. Dropping a capsule into the sea, or returning to a secure restricted facility, may have made sense for military and civilian space, but it makes no sense for commercial space. In the long term it is the safe return of vehicles, with its payload (which someday could include passengers) intact which is the key to the future. As one person said to me, how long do you think the passenger airline industry would have lasted if the plane was scraped after one flight? Part of the concern of private and even university researchers about the cost of space research is the inability to recover experiments without undue risk of contamination. Most research is done at a suborbital level to permit recovery. But a few seconds at near zero-G is not the same as extended and repeated experimentation in space.

I have stated the obvious; yet we focus all our energies and monies on launch technologies. Are not the environmental, safety and technical issues of recovery just as critical? When we talk about commercial space infrastructure we must recognize that both launch and recovery issues must be addressed. I say this from the perspective of a state that is more advanced in the study of recovery. But my comments are not merely self-serving. Commercial activities will not be financially feasible until the recovery issue is properly addressed. New launch technologies are important, but in truth they are secondary to the recovery and reuse concerns. A single minded focus on launch infrastructure is the "old" way of thinking that has dominated for four decades. It is time to be innovative. That is how the private sector grows and develops. If we expect to work in partnership with the private sector then we must "think like they do".

That leads me to my third point. After nearly two years of discussion of this grant program being within the Office of Commercial Space of the Department of Transportation, it was placed with the Air Force. In fairness to those in the Air Force responsible for administering this program they faced many hurdles, not the least of which was their unfamiliarity with the grant process. Furthermore, they had to construct a project that benefited the Department of Defense, yet could still serve as a link to the still anticipated DOT grant program. The hybrid program created was unlikely to please anyone. That in fact has been the result.

The most significant, and for me the most troubling, change introduced by the Air Force was to open the grants to the private sector. Infrastructure development has always been a government activity. To leapfrog the states to encourage federal-private activities will sever the link between these projects and strategic economic development going on in many states. I do not mean to imply that states will not be applicants. I fully expect that New Mexico will apply. My point is that the Air Force did not fully appreciate the long history that links economic development and infrastructure, as government activities. A return of this project to the DoT must be accompanied by a return to traditional working relationships.

I would conclude with three points. First is that the traditional federal state partnership that has worked at Commerce and Agriculture to promote economic development should be the model for this program. The states are willing and capability of helping. Second is that through the Aerospace States Association you have access to the public and private participants that can make commercial space a success. And third, we must consider private sector needs, both in terms of facilities and dollars, if an economically viable commercial space sector is to grow. That implies a concern about recovery reusability not mere launch systems.

Should any member of this Committee have questions, I can be reached any time in Santa Fe.

Thank you.

Helicopter
Association
International

WRITTEN STATEMENT OF THE HELICOPTER ASSOCIATION INTERNATIONAL

HEARING ON

FEDERAL AVIATION ADMINISTRATION APPROPRIATIONS FOR FISCAL YEAR 1994

BEFORE THE

HOUSE COMMITTEE ON APPROPRIATIONS,

SUBCOMMITTEE ON TRANSPORTATION

MAY 7, 1993

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Written Testimony of the
Helicopter Association International
before the House Appropriations Committee,
Transportation Subcommittee
on

FEDERAL AVIATION ADMINISTRATION APPROPRIATIONS FOR FY94

Chairman Carr and members of the Subcommittee, the Helicopter Association International (HAI) appreciates the opportunity to comment on the Federal Aviation Administration's appropriations for FY 1994. For the past forty-five years, HAI has represented the interests of the civil helicopter community. Our 1200 member companies engage in operating, manufacturing or supporting the civil helicopter. HAI operator members fly over 4,000 helicopters more than 2 million hours annually.

VERTICAL FLIGHT R,E&D MUST RECEIVE ADEQUATE FUNDING

The unique mission of the helicopter makes it difficult to integrate our Research, Engineering & Development needs neatly into the agenda of the broad general aviation community. In order for the air transportation system to take full advantage of vertical flight's unique capabilities, the Federal Aviation Administration must continue to recognize the importance of adequately funding vertical flight programs to prepare for the advanced rotorcraft of the 21st Century.

The advancement of tiltrotor/tilt-wing technology, which this subcommittee has heartily endorsed in the past, was strongly affirmed by last year's passage of the Civil Tiltrotor Development Advisory Act (Public Law 102-581). This law calls for the establishment of a committee which would include representatives from the DOT, FAA, NASA, state and local agencies, and private industry. The committee's mandate is to "evaluate the technical feasibility and economic viability of developing civil tiltrotor aircraft and a national system of infrastructure to support the incorporation of tiltrotor technology into the national transportation system." The HAI believes that this initiative will help in focusing the federal agenda on exploring the untapped benefits of vertical flight in intermodal planning and aviation system capacity enhancement.

However, at this time of great interest in new vertical flight technology, the FAA has proposed to reduce the spending for vertical flight R & D programs. In FY-94 FAA proposes to spend only $3.22 million on its Vertical Flight Program. This represents only 1.2% of the total FAA appropriation request of $250 million Research, Engineering & Development (which represents a 9% increase from FY-93). The FY-94 vertical flight request has actually been cut 41 percent from FY-93's appropriation of $5.5 million. This reduction takes place at a time when significant work needs to be accomplished to ensure that the National Airspace System is designed to take full advantage of the capabilities of a new generation of rotorcraft.

At the requested funding level:

- Flight testing, simulation, and analysis for regulations, standards, and procedures development will be significantly reduced.

- Work on definitive Terminal Instrument Procedures (TERPS) for steep angle approaches, ATC procedures for IFR operations into heliports/vertiports, and vertical flight specific noise R&D would be stretched-out.

- Only minimal analysis of the systems implications and benefits/costs of establishing a vertical flight transportation demonstration project will be conducted. This analysis is targeted to support some of the analysis needs of the Congressionally-mandated Civil Tiltrotor Development Advisory Committee.

Additional FY 1994 funding is needed for the Vertical Flight Program to allow for the continuation of these necessary projects.

The HAI requests that the House Transportation Appropriations Committee restore the Vertical Flight Program's FY-94 funding level to the FY-93 level of $5.5 million.

Thank you for your consideration.

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STATEMENT OF
THE AIR TRAFFIC CONTROL ASSOCIATION, INC.
BEFORE THE
SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES
COMMITTEE ON APPROPRIATIONS
UNITED STATES HOUSE OF REPRESENTATIVES

March 29, 1993

Introduction

The Air Traffic Control Association, Inc. ("ATCA") is a professional association of thirty-seven years standing which has as its goal advancement in the science and profession of air traffic control and aviation safety. Its membership represents all aspects of the air traffic control discipline, from air traffic control specialists and airway facilities technicians who operate and maintain the air traffic control system, to those individuals and companies who develop and produce the technology, equipment, and services which support the system, to the citizens, government agencies, and airlines who use the system.

ATCA urges the Congress to ensure that during Fiscal Year 1994 and in future years that the Federal Aviation Administration ("FAA") has funding which is adequate to meet tomorrow's air traffic control challenges, as well as today's pressing needs.

Aviation as a National Priority

The 1992 Presidential election generated a renewed emphasis on dual national objectives of economic revitalization and Federal deficit reduction. While the new Administration is seeking significant reductions in federal spending, recognition exists at the highest levels that (1) overall the Nation's transportation infrastructure is badly in need of replenishment, and (2) application of increased levels of federal resources to repairing and improving the Nation's transportation infrastructure will create jobs and fuel economic development in the short run, while at the same building a better future for all Americans.

In keeping with this philosophy, the President's Economic Plan directs $250 million in additional funding toward projects covered by the federal Airport Improvement Program. Moreover, the Administration's policy on "Technology for America's Economic Growth: A New Direction to Build Economic Strength," February 22, 1993, (p.18), recognizes that "[p]roviding a world class transportation sector will require the nation to meet the challenges posed both by increased congestion in many parts of the transportation system, and by the need to rebuild and maintain a public capital stock valued at more than $2.4 trillion." To meet these challenges, the Administration will advocate

> "[i]ncreased research on civil aviation technologies, including an examination of the economic, market, safety, and noise aspects of advanced aircraft. We will also support advanced in-flight space and ground-based command, navigation, weather prediction, and control systems. US aeronautical, research and development facilities infrastructure such as wind tunnels will also be revitalized."

In short, strategic investment targeted at replenishing and improving the nation's transportation infrastructure, including critical aviation facilities, will enhance the efficiency of commerce, fuel economic expansion, and contribute to a better quality of life for future generations. During the past decade, the Congress has taken a "pound wise", forward-looking approach to aviation infrastructure investment, providing increased levels of funding for airport and airway facility modernization and improvement projects. ATCA urges the Congress to continue this support, in partnership with the new Administration which recognizes that transportation plays a critical role in maintaining the vigor of the national economy, and that today's investment in technology is key to a better future for all Americans.

Providing Adequate Resources for a Healthy Air Transport System

Operations of the FAA are funded currently at approximately $4.5 billion per year. Because of federal budgetary restraints having to do with deficit reduction, FAA has for some time been operating under conditions of severe austerity. The result has been gradual deterioration of physical plant, inadequate resources being devoted to training, staffing shortages (particularly the airway facilities work force, which is heavily populated by individuals eligible and approaching eligibility to retire), inability to move personnel to facilities where they are most needed, and inadequate preparation for increased future demand for aviation services. ATCA is extremely concerned that the Administration's plan to reduce federal agency administrative costs and personnel will exacerbate conditions at FAA which already are becoming critical. Funding for FAA Operations should be increased, not decreased, by at least 10%--to $5 billion per year--for the immediate future. ATCA urges Congress to work with the Administration to assure that FAA receives the resources, both human and financial, necessary to maintain a world class aviation capability.

Federal funding for **Facilities and Equipment** for the air transport system is now approximately $2.5 billion per year. ATCA recommends that this level be increased to at least the authorized level of $2.9 billion in Fiscal Year 1994. Today, the Federal Government through FAA is midway through implementation of the comprehensive, $30 billion Capital Investment Plan ("CIP") to replace and improve the nation's aging and increasingly obsolescent air traffic control infrastructure with state-of-the-art technologies and equipment. Air traffic control modernization is absolutely essential to meeting today's aviation challenges and the transportation needs of the Twenty-First Century. To date less than one-half the total funding required to complete many major modernization projects has been appropriated. Considerable progress has been made, but enormous additional effort is ahead.

ATCA makes a special plea for Congress' continued support for completion of the ongoing Advanced Automation System (AAS) project. Since airline deregulation in 1978 and the crippling air traffic controllers strike of 1981, the air traffic control system has been struggling to meet increasing demands which at times have threatened to overwhelm it. Early in the 1980s, it became evident that the existing system--labor intensive, and based upon antiquated equipment and technologies--simply could not be modified or enhanced sufficiently to accommodate future needs. The key to meeting challenges on the horizon clearly was automation.

The National Airspace System Plan ("NAS Plan") was conceived as a comprehensive capital investment program which would replace the entire air traffic control system with a modern, automated system based upon high-speed computers and sophisticated software. The new system would meet current demands, yet have the capability to expand and evolve to meet future requirements and incorporate advancing technology. The keystone of the modernized air traffic control system is the Advanced Automation System.

AAS will replace aging and obsolete air traffic control equipment being used by today's controllers with new, more automated equipment of unprecedented reliability. AAS includes improved controller work stations ("sector suites"), advanced computer software, and improved processors. The AAS will provide the capacity to handle projected traffic load and the capability to perform new functions to be introduced into air traffic control in the Twenty-First Century. It will permit increased productivity through introduction of new sector suites. It is characterized by a very high degree of reliability and availability. And its open architecture will allow introduction of other functions needed in the future, and accommodation of advancing technology.

AAS has experienced significant departures from initial baseline schedules and cost estimates. Nonetheless, modernization and automation of air traffic control through the Advanced Automation System continues to be necessary and economically justifiable. ATC automation will provide substantial benefits to aviation users. AAS will permit most aircraft on IFR flight plans to fly fuel-efficient, time-saving routings; it will increase safety in the system by reducing the potential for operational errors; it will increase system capacity by integrating en route metering with local and national flow control; and it will increase controller productivity by increasing the number of aircraft and volume of airspace that a control team can manage safely. With the costs to passengers and financially ailing airlines of air traffic delays approaching $10 billion per year, air traffic control automation is desperately needed.

Moreover, for the federal government there is no acceptable alternative to modernization and automation of air traffic control. Much existing equipment--dating to the 1950s and based largely on obsolete vacuum tube technology--is decrepit, difficult and costly to maintain, and badly in need of replacement. Day by day aviation demand expands, contracts and shifts with the vagaries of a volatile national and global economy. Yesterday's manual air traffic control system simply cannot adapt to today's fluid aviation marketplace, except through costly and time-consuming personnel adjustments and disruptions. In order to accommodate the needs of a fast-paced U. S. economy and to maintain U. S. competitiveness in the world marketplace, the U. S. aviation infrastructure must be flexible and dynamic. AAS will provide that flexibility.

During the past several weeks, FAA has been meeting with the prime contractor of AAS to resolve difficulties and open design items, so that progress of the program can continue. The Congress, as well as representatives of the user community and industry including ATCA have been briefed upon the outcome of this effort. The agreed upon program for action, although requiring an additional extension of the delivery schedule, will obtain the essential benefits of AAS within an acceptable time frame. ATCA urges the Congress to continue to maintain a long-range perspective on air traffic control modernization, and to work with the Administration and FAA to steer the difficult course toward what remains a necessity--a highly automated, dynamic, cost effective air traffic control system for the Twenty-First Century.

Although the Advanced Automation Program is the linchpin of a modernized air traffic control system, progress must continue on other elements of FAA's Capital Investment Plan. Adequate funding is needed for projects directed toward improving hazardous aviation weather detection and avoidance and automated flight service station enhancements; improved communications systems, including those critical to implementation of the advanced automation system; better air traffic management systems; ATC terminal enhancements; applications of aviation data link; improved oceanic air traffic control; additional sensors and landing aids; improved airport surface detection capability; enhanced simulation capability; and better tools for FAA data keeping/analysis and training. All of these CIP improvements will increase safety and efficiency of the air transportation system, and are critically needed.

ATCA also urges Congress to provide funding in FY94 for continued development of the microwave landing system in parallel with ongoing exploration of the capabilities of differential GPS. Although it appears that DGPS may well provide precision approach capability with Category I accuracy, it is as yet unknown whether Category II/III DGPS capability is feasible. Meanwhile, because of limitations of ILS (frequency congestion limits the number of ILSs which can be installed in metropolitan areas; difficulty of siting ILS in certain terrain), MLS continues to be the most promising vehicle for improvement of Category II/III precision approach capability. For this reason, and consistent with the United States' international commitment to join in worldwide implementation of MLS, ATCA supports FAA's prudent approach of continuing development of MLS while exploring the more difficult aspects of DGPS application.

Funding for aviation Research, Engineering and Development also must be increased considerably, from the FY93 level of $237 million to an annual amount which increases from $300 million to $500 million over the next several years. ATCA agrees with the Administration's view that new technologies that increase speed, reliability, and cost-effectiveness of the transportation sector also will increase the economy's competitiveness and ability to create jobs, and improve the quality of life for future generations. An international consensus has developed that a global system of air traffic control is desirable for the future, based upon the use of satellites for communications, navigation and surveillance. Moreover, increased capacity and efficiency can be achieved through new and improved uses of flight management systems, synthetic vision, data link and other cutting-edge technologies. Advances in development of aviation security, crashworthiness, aircraft structural integrity, and human factors must continue simultaneously. A well funded, vigorous research, engineering and development program is absolutely key to meeting the challenges of aviation in the next century.

The current level of annual federal funding (approximately $2 billion per year) for **Grants-in-Aid for Airports** must be continued. Like other elements of the nation's infrastructure, many airports have suffered inadequate capital investment. Modern and sufficient airport capacity is vital to fostering and sustaining national economic growth. Local sources of income simply will not suffice to pay for airport improvements which keep pace with a growing aviation marketplace. ATCA urges the Congress to continue its financial commitment to replenishment and augmentation of the nation's airport infrastructure.

International Initiatives

As the world gets smaller as a result of transportation and communications advances, there is ever more reason for the United States to view the role of FAA in global terms. In matters of certification, regulations, and procedures the FAA is world leader, setting a standard of safety which benefits all who fly. FAA also is the leader in development and deployment of systems providing communications, navigation, surveillance, weather detection, automation, and security for civil aviation. ATCA urges Congress to acknowledge the world leadership role of FAA in civil aviation, and to increase financial support so as to allow FAA to expand its international presence and influence for the benefit of U. S. citizens and industry.

The Airport and Airway Trust Fund

Since enactment in 1970 of the Airport and Airway Development and Revenue Acts, capital improvements to the national airport and airway system have been funded though revenues derived from aviation user fees, specifically aviation fuel, ticket/airwaybill taxes. These revenues are accounted for as the Airport and Airway Trust Fund. A portion of the operating costs of the FAA also are derived from the Trust Fund; the remainder of FAA's operating costs are paid by the federal general fund.

Since 1970 a substantial surplus has accumulated in the Airport and Airway Trust Fund. Because Trust Fund balances are included in the total of the unified federal budget, maintaining the surplus balance has the effect of diminishing the appearance of the federal deficit. This situation is particularly unfair when the airline industry is facing a devastating financial crisis to which air traffic control delays and an overburden of taxation and user fees have contributed significantly. ATCA urges the Congress discontinue this practice, and instead to use Trust Fund resources as originally intended to meet pressing aviation capital investment needs.

Moreover, although the Aviation Trust Fund was established for capital investment purposes, subsequent legislative amendments have forced the Fund to contribute greater and greater amounts toward FAA operating costs. Today 75% of FAA's Operations funding is derived from the Trust Fund. ATCA urges policy makers to hold the line at the current 75% recovery rate. All Americans, not only those who fly on a regular basis, derive benefit from the availability of the nation's air transport system. The national airspace system is truly democratic in its accessibility by all citizens. It is therefore appropriate that the federal general fund continue to make a substantial contribution the operating costs of the aviation system.

Institutional Improvements

Along with other national aviation organizations, ATCA continues to advocate institutional reforms which provide FAA policy makers and managers greater flexibility to do their jobs better and more efficiently. Among these desirable improvements are: (1) Legislative reforms which assure a more reliable and timely stream of funding for FAA programs and projects; (2) legislative and regulatory improvements to FAA's personnel structure which permit FAA to attract and retain the "best and brightest" air traffic control specialists, managers, technicians, scientists and engineers, as well as incentives which make interfacility transfers easier and more attractive; (3) legislative and regulatory improvements to FAA's procurement procedures which streamline and simplify the process, so that FAA can develop and field systems more economically and efficiently; and (4) appointment of a qualified FAA administrator for a term which is of duration sufficient to allow him/her to exert effective control over agency policies and activities, and to manage initiatives and projects to completion.

Aviation Education

The nation as a whole is experiencing and anticipating continuation of a critical shortage of qualified engineering, technical and scientific personnel to meet the needs of the Nation's economy. This shortage is especially acute in high-tech industries such as aviation. ATCA urges the Congress, FAA and other federal agencies to continue and increase financial support for aviation and other technical programs in schools at all levels, from magnet programs in elementary and high schools, to the Airway Sciences Program on the university level.

The Air Traffic Control Association appreciates the opportunity to present these views.

TESTIMONY OF

Christopher J. O'Shea

Managing General Partner

THE INNOVATIVE TECHNOLOGY PARTNERSHIP LTD (ITP)

before the

SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

COMMITTEE ON APPROPRIATIONS

U. S. House of Representatives

"Public Witnesses Hearing"

May 7, 1993

INTRODUCTION

Mr. Chairman and the Members of the Subcommittee, my name is Christopher J. O'Shea. I am submitting this testimony in my capacity as Managing General Partner of The Innovative Technology Partnership Ltd (ITP), a high technology start-up company based in Columbia, Maryland and established in March 1992. ITP was founded to promote the identification, development, and commercial adoption of certain potentially innovative technologies in the field of aviation.

DEFINING THE NEED

The focus of the present testimony is on the issue of rejected takeoffs (RTOs) and the need to encourage greater emphasis on the development of adequate aircraft takeoff performance monitoring systems (TOPMS). According to a special investigation report prepared by the National Transportation Safety Board [NTSB] entitled, **"Runway Overruns Following High Speed Rejected Takeoffs"** [PB90-917005], and dated February 27, 1990:

> "Runway overruns following high speed rejected takeoffs (RTOs) have resulted and continue to result in airplane incidents and accidents. Although most RTOs are initiated at low speeds (below 100 knots) and are executed without incident, the potential for an accident or an incident following a high speed (at or above 100 knots) RTO remains

> high. In 1988, for example, three RTO-related accidents, two overseas and one in the United States, resulted in injuries to several passengers and crewmembers and in substantial damage to to a Boeing 747, a Boeing 757, and the destruction of a McDonnell Douglas DC-10."

The report goes on to conclude:

> "Evidence from investigations conducted from the late 1960s suggests that pilots faced with unusual or unique situations may perform high speed RTOs unnecessarily or may perform them improperly. The Safety Board surveyed a sample of U.S.-based major and national operators to determine how they train their flightcrew members to both recognize the need for and to execute high speed rejected takeoffs. As a result of this special investigation, the Safety Board has issued several recommendations to address the guidance and training flightcrew members receive in recognizing the need to execute and in the performance of rejected takeoffs."

Since the publication of the referenced special report by the NTSB, little substantive progress has been made toward the goal of materially reducing the potential risks to the public safety associated with RTOs. This in spite of the fact that there exists a consensus throughout the aviation industry that the risks cited are real and potentially catastrophic in terms of either physical injury or death to passengers, loss of cargo, or material damage to the aircraft. While today there is a greater sense of awareness than ever before of the hazards posed by RTOs, no viable means exist to mitigate to prospects of unnecessary RTOs or to ensure that when necessary such actions are properly and safely executed.

ADVANCING THE TOPMS ART

Although ITP is a start-up enterprise, the principals of the firm have been engaged individually and severally in pursuing a solution to the problem of RTOs since the mid-1980s. In February 1990, we filed our first patent application for a proposed Aircraft Takeoff Monitoring System. This initiative resulted in a grant of U. S. Patent No. 5,103,224 [Arad] on April 7, 1992.

The balance of this portion of our testimony is devoted to a brief description of our concept for the creation of a reliable aircraft takeoff performance monitoring system.

Significance of the Technology

The Arad patent breaks important new ground in the field of cockpit avionics. This is the case because it addresses a gap in technology not otherwise dealt with in whole or part by alternate means. Moreover, in contrast to prior art in the field, the design philosophy implicit in this proposed apparatus recognizes the **dynamic** nature of the operational environment in which the cockpit crew must perform during takeoff.

Perhaps the most critical phase of a flight commences at the moment that Air Traffic Control clears an aircraft onto its designated takeoff runway, just prior to the initiation of its takeoff roll. Under present circumstances, once the takeoff roll begins, the pilot of an aircraft has no way of knowing with certainty how the plane's actual performance in terms of pivotal variables [e.g., acceleration] compares with specific planned values in relation to particular milestones at any given point in time along its takeoff path. This means that the pilot lacks an adequate basis in fact upon which to act in a timely manner to compensate for the occurrence of any **unforeseen** events, such as an engine failure at **V1**, a substantial shift in wind components, or some other variable potentially capable of adversely affecting the aircraft's ability to complete either a legal or safe takeoff.

Utility of the Concept

There are a number of economic and safety related benefits that might be expected to arise out of the application of the proposed system. In general, the economic advantages relate to the potential to bring about significant reductions in operating costs, life cycle maintenance/replacement costs and certain other avoided costs associated with the need to meet current noise abatement and environmental standards, among other considerations. The principal safety benefits to be derived relate to the capacity of the system to reduce uncertainty during the most critical phase of a flight, thereby diminishing the risk of physical injury or death to passengers, loss of cargoes, or material damage to the aircraft in the event of a rejected takeoff.

Importance to the Aviation Industry

The proposed system specifies a practical means through which to arguably enhance the safety of aircraft operations, while also offering the potential for improving economic and financial performance as a result of more effective cockpit resource management.

NEED FOR CONGRESSIONAL ACTION

We believe that the time has come for agencies such as the Federal Aviation Administration and The National Transportation Safety Board to exercise renewed leadership in encouraging the U. S. aviation industry to come up with a viable takeoff performance monitoring system or systems so as to mitigate the prospect of future aviation disasters of the sort associated with RTOs. As pointed out earlier, there already exists a consensus throughout the aviation community the the risks posed by RTOs are very real. The notion that such risks cannot be effectively managed in light of the array of technologies available today to address an adequate solution to the problem is no longer plausible.

The issue is not whether we, here at ITP, have come up with the best means of addressing the technical challenges posed by the RTO/TOPMS problem. The answer to that question is for others to decide. **The more relevant question is whether those of us in government and industry recognize the need to find a workable solution to the problem and, in turn, demonstrate the resolve to see that something is done to encourage the desired outcome in a timely manner.** Experience teaches us that there is no substitute for preparedness.

The risks associated with RTOs can only be expected to increase in the years ahead as aircraft become bigger, faster, more powerful, and expensive. As a result, the need for an operational TOPMS capability will grow over the next decade. An effective TOPMS needs to be developed, certified, and deployed in the near term to avoid the prospect that we will find ourselves in the unenviable position of being overtaken by what may prove to be unfortunate events.

CLOSING REMARKS

Mr. Chairman, I wish to express my gratitude to you and the other Members of this Subcommittee for having afforded us this unique opportunity to express our views concerning the issue of aviation safety and its relationship to the problem of rejected takeoffs. I hope that my comments and the additional information I have placed into the record will be helpful to the Subcommittee as you continue your important work. Thank you for your consideration.

Chicago Transit Authority's
written testimony
for the
U.S. House of Representatives
Appropriations Subcommittee
on Transportation

Robert Belcaster
CTA President
May 7, 1993

Chicago Transit Authority's
Written Testimony on Rail Modernization Funding

The Chicago Transit Authority (CTA) is pleased to present its written testimony before the U.S. House of Representatives Appropriations Subcommittee on Transportation. Although the CTA is very supportive of efforts to fund all Federal Transit Administration programs to the authorized levels, our testimony will focus on the need to fully fund the Rail Modernization Program.

CTA is the major public transportation provider in the Chicago region. Over 1.8 million rides are made every weekday. Sixty-five percent of those rides are work-related. These figures are not intended to impress anyone of the size of our system; they being presented to show the importance of CTA service to the viability of the Chicago urban area. Like many other urban areas, the rail system plays an important part in enhancing the mobility of the public. The thought of living and working in the City of Chicago without a CTA rail system is unthinkable. The city's rail system played a key role in the development of the urban area. It continues to play an important role today. Because of the need to have a well-maintained rail system, we are asking Congress to increase the amount of Rail Modernization funds to the maximum levels.

The concern over the need to maintain the nation's urban rail systems dates back to the origins of the Urban Mass Transit Administration in 1964. Throughout the 1970's the need for increased Rail Modernization was evident. Unfortunately, the 1980's saw Rail Modernization funding erode (like other federal transit programs), while funding did not keep up with inflation. With the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA), the commitment to federal transit funding for most of the 1990's was welcomed with open arms across the nation. Increased funding in the Rail Modernization Program, along with the formula allocation change, greatly improved the program's effectiveness.

The need to modernize the urban area's rail systems is still great; for CTA, the lack of sufficient funding over the past decade has hindered the efforts to maintain its rail system infrastructure. This is despite successful efforts on the local and state levels to increase capital funding. The shallow funding levels of the past have added to the growing funding shortfall problem.

CTA has recently finished a multi-year engineering condition assessment study to identify what will be needed to maintain the CTA rail system. The engineering condition assessment is considered to be the most comprehensive ever performed on a public transportation system. The assessment included a comprehensive inspection of all primary structural members, the track infrastructure, passenger stations, as well as the power, signal and communication systems. The condition of the various components of the system were rated. Repair and/or replacement strategies with estimated costs were recommended. The assessment identified $1.999 billion in needs over the next ten years. This figure does not include rail terminals, support shops and vehicles. The costs for maintaining these is an additional $700 million over the next ten years. The total ten year cost is $2.7 billion (figures are stated in 1992 dollars). The $2.7 billion total is only what is needed to continue operations. This is not the cost needed to modernize the rail system.

The $2.7 billion need breaks down to $270 million each year over the next ten years for CTA's rail system. Add the bus system's needs and the combined annual need is approximately $350 million. Each year CTA receives $150-200 million. This annual public funding level cannot even meet the annual needs of the rail system, aside from trying to meet the entire system's needs. The following is just an sample of some of the CTA's unfunded projects:

o Reconstruct the Main Railcar Shop, which is outmoded and has an inefficient configuration -- estimated cost = $60 million.

o Rehabilitate track and structure system-wide -- estimated annual cost = $100-150 million.

o Reconstruct deteriorated rail stations to accessible standards -- estimated annual cost = $25-50 million.

o Rehabilitate and replace major components in railcars to keep them in good operating condition -- estimated annual cost = $35 million.

As a side note, the infusion of capital funds into transit projects was a key component of President Clinton's "Stimulus Package." Although, the legislation has been put on hold for the time being, the essence behind it was to create jobs. Funding transit capital projects accomplishes the same results. For each million dollars of capital funds, twelve construction jobs are provided for a full year. The CTA's current capital program will provide over 2,100 jobs. The added funding from a fully funded Rail Modernization Program will add additional jobs.

CTA's ability to continue rail operations is in jeopardy at this time. There is not enough capital funds to fix the deteriorating structure on a number of rail lines. We are committed to doing everything we can in order to continue to operate. The solution, of course, is a massive infusion of capital funds. This can be achieved, in part, by fully funding the Rail Modernization Program at the authorized levels. The CTA is also committing to a renewed effort in seeking additional state funds to supplement the federal funds. CTA has an impressive record in seeking and acquiring funds from non-federal sources. It is our opinion to maintain a strong funding partnership to help solve the pending crisis before us. CTA's commitment to this funding partnership should be viewed as the rule rather than the exception.

The federal contribution to CTA's capital program over the last few years has been overshadowed by combined local and state contributions. Urban areas, like Chicago, willing to make the commitment to a strong federal/state/local funding relationship should not be let down. The commitment is here, we need Congress to match it.

A vital Rail Modernization Program in one of the best investments Congress can make in the nation's urban areas. Urban rail systems are located in densely populated, developed areas that are home to millions of Americans. Naturally, the same rail systems are the mode of choice (and to some the only choice) of many of those same Americans.

The benefits of the urban rail systems are many; a short listing is presented below:

o Energy efficient mode of transportation; reduces the United States reliance on imported oil.

o Ensures the mobility of millions of Americans who do not have access to personal vehicles. This is especially true to those Americans who will benefit as rail systems become more accessible to the disabled.

o Reduces the amount of congestion in urban areas which helps alleviate the resulting wasted time and resources caused by people and goods stuck in traffic gridlock.

o Provides a solution to the growing air quality problems many urban areas are facing.

Two of the benefits listed above, air quality and accessibility, are important issues that will only come about if the urban rail systems can continue to operate in good working condition. CTA looks forward to being able to serve the Chicago region and help make it a healthier and more accessible for all who live there. However, in order to conform with the Americans with Disabilities Act and the Employee Commute Options (Employee Trip Reduction) mandates set forth by the federal government, a substantial amount of capital investment is required. Only with a Rail Modernization Program with adequate funding can the urban rail systems continue to provide the crucial services to the cities that are the nerve centers of the nation.

Hopefully, CTA's case for full funding of the Rail Modernization Program is clear. The CTA stands ready to do everything it can to assist the committee in achieving the desired goal that affects Americans' housing, work and recreational activities.

WRITTEN
TESTIMONY OF

DAVID R. MOSENA

COMMISSIONER OF AVIATION
DEPARTMENT OF AVIATION
CITY OF CHICAGO

BEFORE THE

HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

FISCAL YEAR 1994
DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES
APPROPRIATION BILL

Prepared By:

CITY OF CHICAGO
DEPARTMENT OF AVIATION

May 7, 1993

(May 7, 1993)

WRITTEN
TESTIMONY OF
COMMISSIONER DAVID R MOSENA
CITY OF CHICAGO DEPARTMENT OF AVIATION

MAY 7, 1993

My name is David R. Mosena. I am the Commissioner of the City of Chicago's Department of Aviation. I am responsible for overseeing the management, operation, development, safety and security of the City of Chicago's three airports: O'Hare International, Midway and our lakefront airport, Meigs Field. Thank you for the opportunity to present testimony describing the importance of implementing improvements in the Chicago airport/airspace system.

For the past several years, my predecessors have spoken before you about escalating delays at Chicago airports and the rippling effect of these delays at airports across the Nation. We told you that more aircraft are delayed each year at O'Hare than at any other airport in the nation. Airlines pay hundreds of millions of dollars in direct operating costs (i.e., fuel, crew salaries, etc.) each year as a result of delays at O'Hare alone. These costs do not include the inconvenience of delays and cancelled flights to the traveling public, which can be enormous. Although we have seen improvements in recent years, delays remain a problem in Chicago.

We have also shared with you the results of the 1991 Chicago Delay Task Force Study. That landmark report identifies a number of airfield, procedural and technological improvements capable of reducing the direct operating cost of delays in Chicago by more than $100 million annually. After the release of that report, the FAA and the City of Chicago formed a joint working group to help implement the Study recommendations. You supported the formation of this group and we are grateful. This group, comprised of FAA, airline and airport operations specialists, has focused its attention in the past two years on improving air traffic control procedures in the Chicago terminal airspace system. In fact, much of the delay reduction experienced at O'Hare since 1988 can be attributed to the efforts of this group. We also applaud the FAA and the airlines, for without their cooperation and commitment, these improvements would not have occurred.

While things are beginning to look better, much remains to be accomplished. In fact, delays were actually higher in 1992 than in the previous year. FAA data shows that nearly 40,000 O'Hare aircraft were delayed more than 15 minutes in FY 1992. This is eight percent more than the number of aircraft delayed at O'Hare in FY 1991. This is also 20 percent more than the number of aircraft delayed at Newark, O'Hare's closest competitor in terms of total delayed aircraft. Since O'Hare serves more passengers and more aircraft than any airport in the world, the impact of delays at O'Hare affect more people at more airports throughout the nation and even throughout the world. To make matters worse, currently available delay reporting systems do not necessarily reveal the true severity of the delay problem in Chicago. Delays less than 15 minutes in duration are not included in the FAA delay data, nor are some delays that are incurred outside of Chicago because of limitations at O'Hare.

The real delay problem in Chicago continues to occur during poor weather. Two thirds of O'Hare delays are experienced 30 percent of the time during low visibility, wet pavement and high wind conditions. During good weather, O'Hare operates with relatively few delays. The wide variation between good weather and poor weather performance is the most critical factor limiting overall system operational efficiency at O'Hare.

The need for improvements in Chicago is clear. I am here today to ask for preferential consideration for City of Chicago Airport Improvement Program (AIP) Discretionary Grant Applications as well as to solicit a level of funding necessary to support the FAA's Research, Engineering and Development Program.

AIP Discretionary Grants

The City of Chicago has identified several key projects for O'Hare and Midway that require AIP Discretionary Grants in Fiscal Year 1994. These projects are each characterized as capacity and safety projects, and thus, are assigned the highest priority rating by the FAA. We ask that you give preferential report language for O'Hare and Midway Airports. The following airport projects are designed to reduce delays, enhance operating efficiency and reduce noise:

1. Flow-Through aircraft holding areas for O'Hare near the end of Runway 9R and abeam the Scenic Taxiway to help alleviate airfield "gridlock" conditions and to provide an opportunity for remote deicing.

2. Rehabilitation of Runway 4L-22R at Midway Airport to improve the runway surface and to enhance the efficiency of airfield surface traffic operations.

Please ask the FAA to give high priority to O'Hare and Midway Airports in project application for Discretionary AIP Grants. The O'Hare project was recommended by the Chicago Delay Task Force and will reduce delay and enhance safety in Chicago and throughout the National Airspace System.

FAA Research, Engineering and Development (R,E&D)

The City of Chicago joins Airports Council International (ACI) and the Air Transport Association (ATA) in asking that you appropriate a funding level of $300 million during FY 1994 to allow the FAA to pursue its R,E&D Plan. Each of the projects defined in that plan will improve the quality of air transportation services not only in Chicago but at airports across the nation.

In addition to supporting the overall FAA R,E&D Plan, I would like to use this opportunity to highlight seven individual projects that offer substantial opportunities to reduce delays, enhance operational efficiency and improve the controller working environment at the nation's busiest airport systems. The airlines serving Chicago, the Federal Aviation Administration and the City of Chicago agree that seven projects are critical for reducing delay and improving system operating performance. We urge the Committee to allocate sufficient funding for each of these delay reduction projects.

(May 7, 1993)

1. **The Multiple Parallel Approach Program** will result in the procedures necessary to safely conduct simultaneous independent approaches to three runways during Instrument Meteorological Conditions, thereby enabling significant savings in delay. As mentioned in the 1991 Chicago Delay Task Force Report, the use of triple parallel IFR approaches at O'Hare offers the potential to reduce delay costs by more than $40 million annually, the single most effective means to reduce poor weather delays at O'Hare. As part of this program, the FAA is testing high resolution color controller displays known as the Final Monitor Aid (FMA) using real-time simulation techniques at The FAA Technical Center. The integration of the FMA with existing radar equipment will dramatically improve the controller working environment at many of the Nation's busiest airports including O'Hare.

2. **Triple Converging Approach Procedures** - The FAA System Capacity Office is examining the feasibility of conducting simultaneous independent approaches to two parallel and one converging runway. The Chicago Delay Task Force found that this procedure would reduce the cost of poor weather delays at O'Hare by more than $20 million annually. Additional funding is necessary to evaluate the feasibility of implementing this procedure through real-time controller simulation analysis at the FAA Technical Center.

3. **Terminal Air Traffic Control Automation (TATCA) Program**, which includes the Center/TRACON Automation System (CTAS), will provide air traffic controllers in busy airport systems such as Chicago with precise information necessary to reduce inter-arrival variability, select optimal flight paths and minimize the potential for missed approaches. CTAS offers the potential to significantly improve performance in Chicago by providing controllers ATC advisories through three automation aids: a Traffic Management Advisor (TMA) and Descent Advisor (DA) for the Air Route Traffic Control Center and a Final Approach Spacing Tool (FAST) for the TRACON. The information provided by these systems will enable controllers to more efficiently sequence aircraft traffic, thereby enhancing operational efficiency and reliability, and consequently reducing controller workload and delays.

4. **Global Navigation Satellite System (GNSS)** offers opportunities to increase the precision of both airfield surface and enroute navigation and surveillance techniques using currently available satellite technology. Use of GNSS technology will enhance operational efficiency and safety through accurate aircraft position reporting, reduced separation minimums and improved cockpit situational awareness. At O'Hare, this technology is currently being examined as a means improve the control of airfield surface vehicles (e.g. emergency response vehicles) and aircraft under all weather conditions. This system is capable of reducing the risk of runway incursions, particularly during poor weather conditions.

5. **The Airport Surface Traffic Automation Program**, which includes Airport Surface Detection Equipment (ASDE-3) and the Airport Movement Area Safety System (AMASS), will provide a comprehensive airfield surface safety system to prevent

runway incursions and to integrate surface traffic management automation capability with other air traffic control automation systems. This technology will reduce surface-related flight delays and will reduce the potential for airfield gridlock, a critical problem at O'Hare, particularly during poor weather conditions. Further, the complexity of the O'Hare ground control function, often referred to as the most demanding position in the Nation's air traffic control system, warrants an elevation in priority for the installation of an ASDE-3 at the O'Hare Air Traffic Control Tower.

6. **The FAA/NASA Wake Vortex Program Plan** offers the potential to safely reduce aircraft spacing requirements through the application of separation standards that more closely reflect aircraft wake vortex characteristics. Additional funding is necessary to support FY 1994 research efforts by FAA and NASA in the areas of wake vortex detection, classification, and analysis that would culminate in changes in aircraft separation standards. Simulation analysis has demonstrated that reduced separation standards would reduce delays by over 10,000 hours annually at O'Hare, representing an annual direct aircraft operating cost savings of more than $20 Million.

7. Airport Pavement Research Program involves research in the areas of material quality, design, evaluation, construction and maintenance. longer lasting pavement materials will be developed and improved analytical techniques for pavement design and evaluation will be formulated. The results of this research offer the potential to significantly reduce the construction and maintenance cost of new pavement, as well as the aircraft operational delay impact associated with airfield pavement rehabilitation.

In closing, we thank you for recognizing the critical need to enhance the efficiency of our nation's air transportation system by providing your support last year. We ask that you continue with this support by allocating sufficient appropriations in fiscal year 1994 for each of the projects I have outlined this morning. As we concluded last year, we all stand to gain by a more efficient air transportation system. Similarly, we will all pay the price if escalating flight delays are not addressed now.

* * * * *

Thank you for the opportunity to submit written testimony on behalf of the City of Chicago Department of Aviation.

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STATEMENT OF JAMES J. KERASIOTES
SECRETARY
EXECUTIVE OFFICE OF TRANSPORTATION AND CONSTRUCTION
COMMONWEALTH OF MASSACHUSETTS
TO THE
HOUSE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON TRANSPORTATION

May 7, 1993

10 Park Plaza
Boston, Massachusetts 02116
(617) 973-7800

Mr. Chairman and Members of the Committee:

Thank you for giving me this opportunity to address this Committee. Before I begin, I want to first congratulate Chairman Carr and Ranking Minority Member Wolf and extend, on behalf of Massachusetts, our best wishes for success during your respective tenures as Chairman and Ranking Minority Member of the Subcommittee on Transportation. I look forward to working with all of you on the many important issues that will be facing this Committee in the months ahead concerning the rebuilding of our nation's transportation infrastructure.

In addition, I want to thank the Committee for its past support of Massachusetts transportation projects and initiatives.

I am appearing today both as Secretary of the Massachusetts Executive Office of Transportation and Construction ("EOTC") and, by virtue of that position, as Chairman of the Board of the Massachusetts Bay Transportation Authority ("MBTA"). The purpose of my testimony is to bring to your attention several important initiatives that we believe are worthy of federal support.

South Boston Piers Transitway

For the past two years, we have sought and, thanks to your support, have received federal funds for the South Boston Piers Transitway, a project of great importance to the MBTA and to the City of Boston. This project remains a vital part of our long-term transportation plan for the greater Boston metropolitan area and is our number one priority for federal funding this year.

The South Boston Piers area -- an approximately 400-acre peninsula adjacent to Boston's Central Business District -- enjoys significant locational advantages, and for this reason is targeted for extensive development over the next twenty years. There is no other area in downtown Boston that is so uniquely positioned for future growth. In anticipation of this development and the accompanying increased demand for adequate transportation services for this area, Massachusetts has designed and this year will begin construction of a Transitway to connect this area to the rest of Boston via Boston's extensive intermodal transportation network.

The Transitway project will use a bus-in-tunnel system to provide improved transit services connecting the South Boston Piers area to Boston's South Station -- a local and interstate transportation hub. In addition, by utilizing the Central Artery project's HOV System, and the new Third Harbor Tunnel, the Transitway will provide a direct link between South Boston and Logan Airport. Thus, the Transitway project will maximize intermodal connections by using buses to link South Boston riders to (i) domestic and international flights departing from Logan Airport, (ii) AMTRAK service along the Northeast

Corridor and elsewhere, and (iii) the MBTA's transit and commuter rail services serving the greater metropolitan area and beyond. The Transitway is therefore an excellent example of the type of intermodal project called for by the Intermodal Surface Transportation Efficiency Act of 1991 ("ISTEA") and is worthy of your support. Other benefits to be provided by the Transitway project include the project's significant potential for mitigating congestion in the Boston metropolitan area, its role in the Commonwealth's implementation plan for compliance with the Clean Air Act, and the opportunity for joint construction with the ongoing Central Artery project.

As you know, the project to depress the Central Artery that runs through the heart of Boston is currently underway. The Transitway project is being constructed in conjunction with the Artery so that we will be able to take advantage of the greater than forty percent construction cost savings arising from joint construction opportunities. Thanks in large part to the support of this Committee, the Transitway has thus far been able to keep pace with the Artery; however, it is critical that necessary funds be appropriated this year to keep the Transitway on schedule with the Artery's progress.

This Committee has recognized the importance of going forward with the Transitway project and has earmarked a total of $49 million for the Transitway to date. These funds have been and are being used for environmental review, design and engineering activities. We expect that a Record of Decision will be issued for the project this fall, at which time contracts will be let for the first phase of construction in conjunction with the Central Artery Project. This year we are seeking an earmark of $70 million, which we believe is the minimum necessary to keep the Transitway construction on schedule with the Artery, thereby enabling the Commonwealth to take advantage of the tremendous joint construction cost savings mentioned previously. We in Massachusetts would appreciate your support of this request and your continued recognition of the importance of this project.

I have attached for your consideration a more detailed specification of our Transitway funding request.

Northeast Corridor Improvement Program

A second initiative which is extremely important to Massachusetts, and about which the Committee has previously heard testimony from the Coalition of Northeastern Governors, is the Northeast Corridor Improvement Program ("NECIP"). Governor Weld and all of the other Northeastern governors are strongly committed to the achievement of sub-three-hour passenger rail travel time between Boston and New York -- a realistic goal that we believe can and will, with your support, be reached in the near future. A sub-three-hour travel time between Boston and New York on the Northeaster Corridor will provide a number of benefits to both passenger rail users and non-users, such as reduced highway and airport congestion and the achievement of important environmental objectives along the Northeast Corridor.

We believe it is vitally important that the necessary funds be appropriated to electrify the corridor between Boston and New Haven and to make the other related infrastructure improvements along this vital rial link that are necessary before the speed at which passenger trains can safely operate on the Northeaster Corridor can be increased. Therefore, Massachusetts supports Amtrak's request for operating and capital funds, as well as its request for NECIP-related funding.

Full Funding of ISTEA Authorization Levels

Massachusetts supports the funding levels authorized by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) for both highway and transit programs. In that regard, I want to thank the members of the Committee for your support of the Fiscal Year 1993 authorization levels in the Economic Stimulus Supplemental, and encourage full funding of ISTEA in the Fiscal Year 1994 Appropriations Act.

The transportation infrastructure needs of Massachusetts, like those of much of the rest of the country, are significant and growing. Funding at the ISTEA authorization levels will still fall far short of the need for highway and transit infrastructure investment; anything less than that will put us that much farther behind.

Investment in highway and transit infrastructure represents a long-term investment in our nation's economic strength and competitiveness, and also has an important short and long-term job creation effect. I urge your support for the authorized funding levels.

Volpe Transportation Systems Center

Finally, in order to further advance research and development of high-speed ground transportation technologies, Massachusetts requests that the personnel ceiling for the Volpe Transportation Systems Center be authorized to increase by 74 full time equivalent positions, from 576 to 650. This increase, which (because of the reimbursable nature of the Volpe Center's activities) would not require additional federal funding, is needed to permit the Center to continue and expand its research activities, particularly in the areas of intermodal transportation research and analysis, IVHS benefits and barriers, environmental remediation, and intercity passenger transportation. We would appreciate your support of this request on behalf of the Volpe Center.

In summary, Massachusetts is seeking the Committee's support for the appropriation of at least $70 million for the continued funding of the South Boston Piers

Transitway, continued funding of Amtrak capital and operating needs, adequate funding of NECIP to continue improvements to reduce travel time between Boston and New York, full funding of highway and transit programs at the levels authorized in ISTEA, and an increase from 576 to 650 full time equivalent positions for the Volpe Transportation Systems Center.

I again thank you for your past support of the Commonwealth of Massachusetts' transportation initiatives and for your consideration of these Fiscal Year 1994 requests. I would be happy to answer any questions that the members of the Committee may have on these or other Massachusetts transportation projects or issues.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

SOUTH BOSTON PIERS TRANSITWAY

FY 1994 FUNDING REQUEST

WILLIAM F. WELD
GOVERNOR

A. PAUL CELLUCCI
LIEUTENANT GOVERNOR

JAMES J. KERASIOTES
SECRETARY OF TRANSPORTATION

JOHN J. HALEY, JR.
GENERAL MANAGER

APRIL 27, 1993

SOUTH BOSTON PIERS TRANSITWAY

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SOUTH BOSTON PIERS TRANSITWAY

BACKGROUND

The Massachusetts Bay Transportation Authority (MBTA) proposes to undertake the construction of a transit link between the South Station Transportation Center and the South Boston Piers area. The South Station Transportation Center is a major gateway to Boston's financial district. This project, the South Boston Piers Transitway, will serve an area bounded by the Fort Point Channel on the west, Boston Harbor on the north, the Reserve Channel on the east, and East First Street on the south. The area presently contains about nine million square feet of low density industrial development. The Boston Redevelopment Authority has projected that an additional thirteen million square feet will be added to the area by the year 2010, creating the demand for 20,000 peak period trips compared to 7,000 today. Without new transit, projected development would cause gridlock on local streets.

The MBTA had prepared a Draft Environmental Impact Report (DEIR) which evaluated seven options for providing new service to this area. The underground Transitway was chosen because it had the highest projected ridership of all the options and could be staged incrementally in response to development patterns and financing. In addition, a portion of the Transitway box will be built on top of and in conjunction with the depressed Central Artery Project, resulting in significant cost savings.

JUSTIFICATION

There are many reasons why construction of the South Boston Piers Transitway Project is important:

- Expands transit service to the growing South Boston Piers Area including an expanded World Trade Center, new Federal Courthouse, residential South Boston as well as potential new service to Logan Airport.

- Protects the natural environment and residential community by providing the transit infrastructure necessary to support planned development.

- Included in the State Implementation Plan (SIP) as a key transit measure for reducing vehicle miles traveled (VMT) and for demonstrating compliance with the Clean Air Act.

- Mitigation measure for the Central Artery/Third Harbor Tunnel Project.

- Provides single transfer connections to commuter rail and intra-city bus service at South Station.

- Protects investments in the Central Artery Project as well as the local and regional highway system by encouraging transit oriented development patterns.

FUNDING OVERVIEW

The Transitway is being funded under the Federal Transit Administration's (FTA) Section 3 New Start Program. The Intermodal Surface Transportation Efficiency Act (ISTEA) authorized $278 million for the Transitway Project in this funding category. In fiscal years 1992 and 1993, a total of $49 million has been appropriated for this project. This funding has been utilized for engineering services as well as initial construction efforts. In FY 1994, $70 million needs to be appropriated and earmarked for the Transitway. The MBTA needs these funds to ensure that this project continues to be well-coordinated with the multi-billion dollar Central Artery Project. The following pages provide an outline of the specific project elements which need to be funded in FY 1994.

FY 1994 FUNDING NEEDS

$70 million of FY 1994 Section 3 New Start funds are requested for final engineering services, construction, land acquisition and project support services. Outlined below is a full description of those elements which need to be funded to ensure that the Transitway is constructed on target with the Central Artery Project. In addition, a map identifying the location of the Transitway construction elements is provided on page 8.

- **Engineering Services**
  - Final design of systemwide elements for that portion of the Transitway between the Fort Point Channel crossing and the Portal at "D" Street located east of the World Trade Center.

Amount Requested: $7 million

- **Construction**
  - Transitway Station/South Station - Construction of a new Transitway Station which will be integrated within the existing Red Line rapid transit station at South Station. South Station is a multi-modal transportation center which provides inter-city / state rail and bus service as well as rapid transit connections. This new and integrated station will serve as a critical link to the Transitway's terminus in the South Boston Piers area.

Amount Requested: $45 million

- Construction (cont'd)

  - **Structural Modifications / South Station Red Line** - Prior to the construction of a new integrated Transitway Station at South Station, structural modifications need to be made to the existing Red Line Station. Specifically, these structural modifications will be made to the following station elements; stairways, escalators, passageways, elevators, and areas of the Red Line Station which will be impacted by either utility relocation or the staging area for the new Transitway Station.

    Amount Requested: $9 million

  - Transitway Tunnel - Construction of the second segment of the Transitway Tunnel over the depressed Central Artery extending 400 feet from the Atlantic Avenue / Congress Street intersection to the site of the Central Artery ventilation building.

    Amount Requested: $4 million

- Land Acquisition

  - Procurement of parcels and easements which are necessary for the next sequence of construction contracts. Specifically, the MBTA needs to acquire ten parcels and easements in order to prepare the area for construction.

    Amount Requested: $8 million

- Force Account / Field Inspection
  - Force Account expenditures will provide for flagging costs associated with the South Station contract. This work is critical in order to provide a minimal disruption of existing transit service as well as maintain safety around the construction site at the South Station Transportation Center.
  - Field Inspection expenditures will provide for the assignment of resident engineers, inspectors and office engineers. These field personnel will ensure the necessary oversight and coordination of the construction contracts.

Amount Requested: $5 million

- Project Administration
  - Project Administration expenditures provide for selective use of MBTA staff to support, coordinate and oversee all facets of this project.

Amount Requested: $4 million

- Contingency
  - Funding requested for contingency is for unforeseen changes relative to the construction and land acquisition efforts. The amount identified for contingency is substantially less than allowable under the Federal Transit Administration's (FTA) External Operating Manual.

Amount Requested: $6 million

SOUTH BOSTON PIERS TRANSITWAY

FY 1994 FUNDING SUMMARY

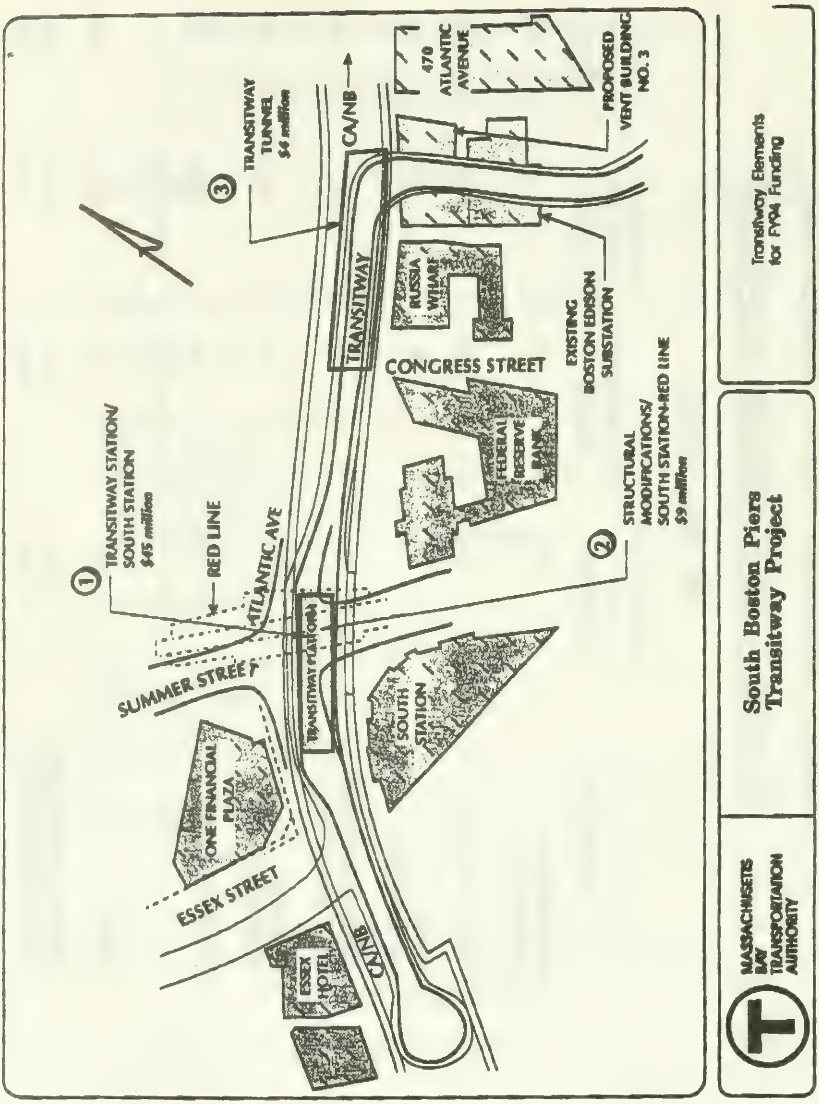
	Description	Schedule	Amount (in millions)
o	Engineering Services	January, 1994	$ 7
o	Construction		58
	. Transitway Station / South Station	July, 1994	(45)
	. Structural Mod./ South Station Red Line	January, 1994	(9)
	. Transitway Tunnel	April, 1994	(4)
o	Land Acquisition		8
o	Field Inspection / Force Account		5
o	Project Administration		4
o	Contingency		6
	TOTAL:		$88
	Federal Share (80%)		$70
	Local Share (20%)		$18

SOUTH BOSTON PIERS TRANSITWAY

FY 1992 - 1997 FUNDING OVERVIEW

(IN MILLIONS)

DESCRIPTION	APPROVED TO DATE FY 1992-93	THIS REQUEST FY 1994	NEEDED TO COMPLETE FY 1995-97	TOTAL PROJECT COST
o ENGINEERING SERVICES	$24	$7	$4	$35
o CONSTRUCTION	$30	$58	$140	$228
o LAND ACQUISITION		$8	$7	$15
o FIELD INSPECTION/ FORCE ACCOUNT	$2	$5	$17	$24
o PROJECT ADMINISTRATION	$3	$4	$12	$19
o CONTINGENCY	$2	$6	$19	$27
TOTAL	$61	$88	$199	$348
FEDERAL SHARE (80%)	$49	$70	$159	$278
LOCAL SHARE (20%)	$12	$18	$40	$70



South Boston Piers Transitway Project

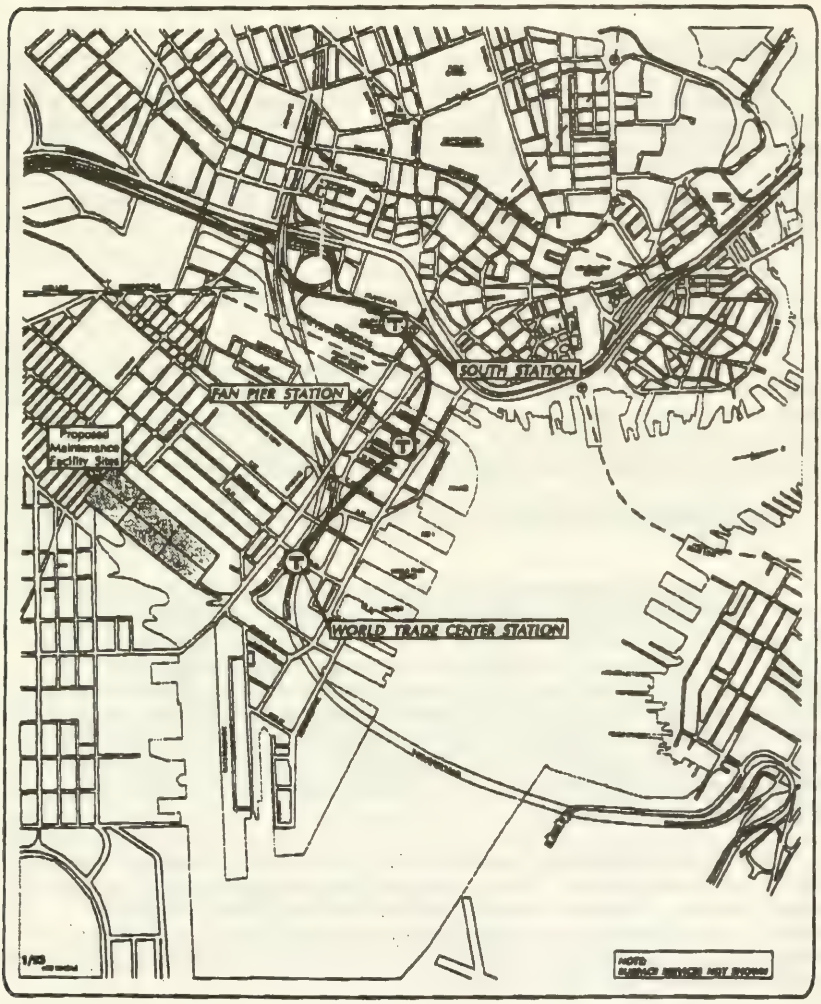
Transitway Elements for FY94 Funding

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
①
TRANSITWAY STATION/ SOUTH STATION $45 million
②
STRUCTURAL MODIFICATIONS/ SOUTH STATION-RED LINE $9 million
③
TRANSITWAY TUNNEL $4 million
RED LINE
ATLANTIC AVE
SUMMER STREET
ESSEX STREET
ONE FINANCIAL PLAZA
ESSEX HOTEL
CA/NB
CA/NB
TRANSITWAY PLATFORM
TRANSITWAY
SOUTH STATION
FEDERAL RESERVE BANK
CONGRESS STREET
RUSSIA WHARF
EXISTING BOSTON EDISON SUBSTATION
470 ATLANTIC AVENUE
PROPOSED VENT BUILDING NO. 3

MASSACHUSETTS
BAY
TRANSPORTATION
AUTHORITY

South Boston Piers Transitway Project

MOS-2 Alignment


SOUTH STATION
FAN PIER STATION
Proposed Maintenance Facility Sites
WORLD TRADE CENTER STATION

Statement of the Electric Transportation Coalition
Submitted to the
House Appropriations Subcommittee on Transportation
May, 1993

I. INTRODUCTION

This statement is submitted by the Electric Transportation Coalition (Coalition), a national organization of public and private groups interested in the use of electricity as a transportation fuel. (A membership list is attached.) A principle activity of the Coalition is to encourage the adoption of incentive-based policies and programs to support the development and use of electricity as a "fuel" for light and medium duty vehicles, public transit and heavy rail services.

This statement addresses the FY 1994 budget for the Department of Transportation and focuses on funding for programs authorized by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

Increased investment to revitalize the nation's transportation infrastructure is a cornerstone of President Clinton's "Rebuild America" program. The renewed focus on transportation systems offers an important opportunity to create employment, increase economic productivity, and assert U.S. technological leadership through the support and development of advanced transportation technologies "fueled" by electricity.

II. THE ROLE OF ELECTRICITY IN THE NATIONAL TRANSPORTATION SYSTEM

The Electric Transportation Coalition believes that **electricity is the fuel of the future** to power the national transportation system. Electricity offers significant advantages in transportation applications. From an energy security standpoint, electric transportation presents our nation with a very important means to reduce our dependency on foreign petroleum and to increase the diversity of the fuels used in the transportation sector. A wide variety of transportation modes -- individual passenger and light-duty vehicles; buses and trollies; light rail; commuter rail; high speed rail; magnetic levitation; and heavy rail services -- can be powered by **an abundant, domestically-produced energy resource generated from a variety of sources.** That domestically produced resource is electricity.

Electric transportation also holds the potential to significantly reduce emissions from the transportation sector. Electric vehicles (EVs), for example, are truly "zero emission" vehicles. They produce no tailpipe emissions and generate insignificant emissions resulting from operation (such as emissions from braking). Unlike other vehicles, EVs are not subject to emission system deterioration over time, and there is no danger of tampering with emission controls.

The only identifiable emissions associated with electric transportation are those at the powerplant which generates the electricity used to charge the EV batteries. Powerplant emissions are subject to rigorous environmental controls; thus, even when powerplant emissions are included, electric transportation offers significant improvements over conventional modes relying on petroleum based transportation fuels.

For urban areas, electric transportation is particularly important in substantially reducing emissions of mobile source pollutants, including volatile organic compounds and oxides of nitrogen, that are the precursors of urban smog. Air quality considerations have forced municipal transit operators in many urban areas to begin to examine clean fuel bus technologies. Electric trolley buses represent a near term, zero emission alternative. Also, development programs are underway to lead to the commercial introduction of battery-powered electric buses, suitable for a variety of transit applications. With onboard batteries, these buses require no overhead electric lines in order to operate. Longer term research programs to develop fuel cells for urban transit bus applications are also in progress.

In the heavy rail sector, imposition of NOx emissions limitations on rail sources could require significant emissions reductions. Compliance strategies for rail operators could include additional emissions controls or operating modifications. An attractive alternative, particularly in areas with significant air quality problems, is likely to be rail electrification.

Finally, the advancement of electric transportation technologies presents opportunities for U.S. technological innovation and worldwide leadership. Adequate public investment in a variety of electric transportation modes offers a means to focus the creative abilities of U.S. industry, including those industries that need to reorient from military to civilian applications.

III. THE ROLE OF THE FEDERAL GOVERNMENT IN SUPPORTING THE INTRODUCTION OF ELECTRIC TRANSPORTATION MODES

The Federal government must be an active partner in the introduction and enhancement of electric transportation systems. Creating a market for electric transportation will require that customers have greater access to, and familiarity with, newly emerging technologies. This is an area where participation by the Federal government, in particular, can have a significant impact. By joining with local and state governments, industry and other public and private partners to support research, development, demonstration and deployment of new electric transportation technologies, the Federal government can help to introduce these newly emerging technologies to the public. Such exposure, in time, will familiarize the public with these forms of transportation and better ensure customer acceptance.

Adequate federal funding must be provided for all electric modes of transportation to realize the environmental, energy security and efficiency benefits of these transportation modes. Government should also focus on ways to utilize government investments to attract increased private investment.

Funding in a variety of areas in FY 1994 can support and encourage the development and implementation of electric transportation systems:

- **existing transit programs** may provide resources for electric transportation projects (including programs under Section 3 and Section 9 of the Federal Transit Act);
- **programs under which electric transportation initiatives are or could be eligible** (including the Congestion Mitigation and Air Quality Improvement program, planning activities, and loan guarantee programs); and
- **new initiatives** authorized under ISTEA and proposed in pending legislative proposals to support the introduction of electrified transportation modes (alternatively fueled buses, electrified high speed rail and maglev).

A. Federal Support For Transit Programs Generally

Transit services reduce air pollution in comparison to individual vehicle travel; electric transit promises even greater reductions. Electric transit has an important role to play in enhanced environmental quality, congestion relief, and energy conservation which can only be realized through additional Federal support. The Coalition believes that electric transit projects should be a high priority for funding.

The authorization levels for the Surface Transportation Program (STP) and the other public transit programs included in ISTEA reflect a careful balancing of interests. Adequate funding for each component of the authorization is necessary to maintain this balance. In particular, the Coalition supports the use of revenues under the Section 3 discretionary and Section 9 formula grants programs for **electric transit projects**. These programs are the primary means by which Federal resources currently are used to support electric transit programs such as light rail and electric bus projects. The Coalition will work through our membership to encourage various jurisdictions, especially those located in urban nonattainment areas, to investigate and incorporate electric transit modes into local transportation plans. The importance of such transit modes as effective links in an overall intermodal transportation system also should be stressed as part of local transit decisionmaking.

B. Existing Mechanisms That Could Be Used To Support Electric Transportation

1. Congestion Mitigation and Air Quality Improvement Program Funding

As a general matter, the Coalition believes that the **flexible funding mechanisms included in the Surface Transportation Program should be utilized to provide additional support for electric transportation modes wherever possible.** With respect to specific programs, the Coalition is particularly interested in the Congestion Mitigation and Air Quality Improvement program (CMAQ) authorized under Section 1008 of ISTEA.

CMAQ was designed as a program to set aside specific monies out of the Highway Trust Fund to be used for projects to address congestion and improve air quality. Experience with the implementation of the CMAQ program to date has varied widely from state to state. Because of the obligational ceilings imposed on surface transportation funding, it appears that many states have not fully committed resources up to authorized levels for the CMAQ program. Yet this program represents one of the most important potential sources of revenues to be utilized to support air quality enhancement efforts, including efforts required to achieve compliance with the requirements of the Clean Air Act.

Currently, the Federal Highway Administration is considering the extent to which alternative fuel vehicle programs will qualify under CMAQ. There are a number of potential electric vehicle and electric transportation applications which the Coalition believes are fully within the scope of the CMAQ program. As an example, a new initiative slated to get underway shortly in Massachusetts using CMAQ funding will demonstrate the feasibility of utilizing electric vehicles as the means to transport residents from neighborhoods to public transit stations. This demonstration offers a prime example of intermodalism, along with an indication of the scope of programs that can participate in the CMAQ program.

The Coalition is hopeful that to the extent that funding is provided for the Surface Transportation Program, adequate resources will be devoted by the states to the CMAQ program, to make funding available for innovative projects addressing both air quality and congestion issues, including electric transportation projects. The Coalition is encouraged that the Administration's budget estimates show that additional resources are likely to be devoted to the CMAQ program in FY 1994. The Coalition will be working to encourage the greater use of CMAQ funds for innovative electric transportation projects.

2. Planning Processes Under ISTEA

ISTEA requires both short-term and long-term strategic planning. Funding available under the Surface Transportation Program can be utilized for planning purposes, and specific planning monies are included in the FY 1994 budget request.

The Coalition believes that planning activities should give consideration to electric transportation options. The intent of ISTEA was to promote increased transportation planning and intermodal transportation use. While the Coalition recognizes that electric transportation may or may not be feasible for a given area or project, the significant benefits that electrification of transportation services can have supports the notion that additional emphasis on (and funding for) plans that address electrification as part of an intermodal transportation system.

By setting-aside a portion of planning funds for feasibility studies and plans for electrified intermodal transportation systems, an incentive could be created for States and local governments to thoroughly review all transportation options available to them, including the benefits that electric transportation has to offer.

3. Loan Guarantee Authorities

The Coalition supports funding for, and expansion of, the existing loan guarantee program for private investment in high speed rail. Not only should the loan guarantee program (authorized by the Railroad Revitalization and Regulatory Reform Act of 1976) be funded, but we would urge that other forms of electric transportation, including light rail, bus and paratransit services, people mover services, and electrified freight service, should be eligible under such an expanded program.

4. Northeast Corridor Electrification

The Coalition notes that the Administration has requested $204.1 million, the same level of funding provided in FY 1993, for continued electrification and upgrading of the rail line in the Northeast Corridor. The substantial and positive public response to Amtrak's recent operation of the T2000 train between Washington and New York dramatically illustrates the potential for high speed, electrified intercity transportation in the United States. The Northeast Corridor rail electrification and improvement program offers an opportunity to showcase the very significant benefits of electric intercity rail transportation.

C. Implementation Of New Authorities To Encourage Electric Transportation Modes

1. Alternatively Fueled Bus Programs

The Energy Policy Act of 1992 authorized $90 million over fiscal years 1993-1995 specifically for alternative fuel bus programs. The Department of

Transportation is authorized to enter into cooperative agreements and joint ventures proposed by transit authorities in urban areas (population over 100,000) to demonstrate the feasibility of using alternative fuels in urban buses and other motor vehicles for mass transit. Private interests may participate in joint ventures and cooperative agreements. Transit authorities must agree to provide 20% of the costs of such projects. The authorized funding may also be used to pay incremental costs of dedicated alternative fuel school buses, including costs for refueling facilities and conversion costs.

The Coalition believes that creating a specific funding source for alternative fuel bus programs could offer an important means of assuring that adequate resources are available to support the introduction of cleaner, more energy efficient transit technologies. Implementation of the program authorized in the Energy Policy Act would specifically assist transit operators and school districts in complying with air quality requirements. The Coalition urges the Subcommittee to consider setting aside a specific amount of funds to implement the authorized program, building on the successful experience of the Federal Transit Administration in its Alternative Fuels Initiative. **Importantly, any alternative fuel bus initiatives undertaken by the Department should include both battery powered transit and school buses and electric trolley buses.**

2. High Speed Ground Transportation

ISTEA also established a program of research, development, and demonstration of ground transportation technologies. High speed ground transportation systems offer an important national opportunity to improve intercity transportation.

The Coalition strongly supports funding to provide needed federal support for electric modes of high speed rail transportation. The Administration's budget requests call for a significant investment in high speed rail projects, which the Coalition hopes the Subcommittee will favorably consider. Funding priority should be given to modes that will aid the nation in realizing the air quality, efficiency and energy security benefits of electric transportation.

The Coalition notes that the Administration has recently proposed additional legislation (H.R. 1919) to authorize a new National High Speed Rail Assistance Program. In the debate on this proposal, the Coalition urges Congress to consider a comprehensive and complementary program that provides significant incentives for private sector investment in **electric** high speed rail systems. For example, the Coalition suggests

- **investment tax credits** for qualifying expenditures to develop new electric transportation technologies. This investment tax credit could be limited to areas with serious air quality problems (e.g. nonattainment areas under the Clean Air Act). An investment tax credit is consistent with the President's intent to utilize the ITC to support "high technology" and job creation; and

- adoption of pending legislation (H.R. 928) to lift state volume caps on revenue bonds to support financing for high-speed rail systems. Lifting the cap on revenue bonds will give high speed rail systems the same access to tax-exempt bonds already provided to airports, docks, and wharves.

C. Magnetic Levitation

The United States has the opportunity, with sufficient risk and burden sharing between the public and private sectors, to be in the forefront of the international competition to develop and implement maglev systems. Development of maglev and other advanced transportation systems promises significant economic benefits for the nation. The Coalition supports a balanced national transportation research and development agenda that provides the necessary support for electrified high speed rail and maglev systems.

ISTEA authorized a $725 million National Magnetic Levitation Prototype Development Program, to be managed jointly by the Department of Transportation and the Army Corps of Engineers. The program would provide funds to support the development of a maglev prototype in the U.S., through a phased program of matching grants to project sponsors. A number of modifications to the timetable and phasing of the maglev prototype program are proposed in H.R. 1919. The Coalition urges Congress to provide the funding requested for FY 1994 to initiate Phase I of the prototype development program, and to assure that steady progress can be made toward the development of U.S. maglev systems.

IV. OTHER ELECTRIC TRANSPORTATION PROJECTS UNDER ISTEA

Title VI of ISTEA created a program of research and development of advanced transportation systems and electric vehicles. The program provides for federal grant assistance of up to $4 million to be made to consortia for cost-sharing in the design and development of electric vehicles and advanced transportation systems, or related systems or equipment, or for the purpose of enabling serial production processes.

A total of $12 million in FY 1992 funds was made available for the program, which is administered by the Office of Engineering of the Federal Transit Administration. Grants have been awarded to CALSTART ($4 million to develop and exhibit a showcase EV, to demonstrate and evaluate support facilities for EVs, and to develop a prototype electric bus); the Chesapeake Consortium ($4 million to demonstrate and evaluate EVs with an advanced electric power train and to develop manufacturing plans for production of EVs); the New York State Consortium ($2.3 million to conduct a commercial viability study of EVs and to develop, demonstrate and evaluate a hybrid electric bus); and the Advanced Lead Acid Battery Consortium ($1.2 million to support a fast charging research program and to develop battery charging hardware). These funds are leveraged by matching contributions of private/state monies on at least a one to one matching basis.

V. CONCLUSION

The Coalition appreciates this opportunity to make its concerns known to the Subcommittee and to submit for the record its funding priorities for the upcoming fiscal year. We look forward to working with the Subcommittee and the Congress to achieve these goals.

ELECTRIC TRANSPORTATION COALITION

MEMBERSHIP

April 16, 1993

Allegheny Power Service Corporation
American Electric Power Service Corporation
American Nuclear Energy Council
American Public Power Association
Arizona Public Service Company
Asea Brown Boveri, Inc.
Baltimore Gas & Electric Company
Boston Edison Company
California Department of Commerce
Centerior Energy Corporation
Chattanooga Area Regional Transportation Authority
Chrysler Corporation
City of Albuquerque
City of Chicago Department of Environment
City of Detroit
City of Riverside
City of San Diego
Commonwealth Edison
Consolidated Edison of New York
Consumers Power
Copper Development Association
Detroit Edison
District of Columbia Energy Office
Duke Power Company
Edison Electric Institute
El Paso Electric Company
Electrosource, Inc.
Entergy Corporation
Florida Power and Light Company
Florida Power Corporation
Florida Solar Energy Center
FMC Corporation
Ford Motor Company
General Motors Corporation
General Public Utilities
Georgia Tech Research Institute
Hughes Aircraft Company

Illinois Power Company
International Brotherhood of Electrical Workers
International Lead Zinc Research Organization
Kansas Electric Utilities Research Program
Long Island Lighting Company
Los Angeles Department of Water & Power
National Electrical Manufacturers Association
National Rural Electric Cooperative Association
Nevada Power Company
New York City Department of Telecommunications & Energy
New York Power Authority
New York State Electric and Gas Corporation
Niagara Mohawk Power Corporation
Northeast Utilities
Northern Indiana Public Service Company
Oklahoma Gas & Electric Company
PacifiCorp
Pacific Gas & Electric Company
Pennsylvania Energy Office
Pennsylvania Power & Light Company
Philadelphia Electric Company
Potomac Electric Power Company
PSA Peugeot-Citroen/USTR
PSI Energy
Public Service Electric & Gas Company
Sacramento Municipal Utility District
Salt River Project
San Diego Gas & Electric Company
Solar Electric
Solar Energy Industries Association
South Carolina Electric & Gas Company
Southern California Edison
Southern Company Services, Inc
State of Colorado
Texas A&M University System
The Doe Run Company
Theodore Barry & Associates
Unique Mobility, Inc.
University of California
University of South Florida
Virginia Power
West Virginia University

STATEMENT OF PAUL F. SPREHE
PRESIDENT, AMERICAN CONSULTING ENGINEERS COUNCIL
BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION
WASHINGTON, D. C.
MAY 6, 1993

Mr. Chairman and members of the Subcommittee, I am grateful for the opportunity to comment on the Department of Transportation's budget request for Fiscal Year 1994. I am Paul F. Sprehe, President of the American Consulting Engineers Council (ACEC). Needless to say, the consulting engineering community is vital to the future direction of transportation in this country. We are extremely aware of the strong support which this Subcommittee has provided for transportation programs, and we sincerely hope that you will continue to promote the development of a sound, competitive transportation system which will support our economy and quality of life.

The American Consulting Engineers Council, a federation of 51 state and regional councils, is a national professional association representing over 4,500 private-practice consulting engineering firms employing 175,000 engineers, scientists, technicians and others. We represent engineering interests providing services in all fifty states and around the world. As consulting engineers, we are independent professionals who perform services for clients on a contract basis without commercial or manufacturing affiliations that might bias our judgment. Our services include investigations and analyses, preplanning, design and design implementation, research and development, construction management, and consultations on engineering-related problems.

Our members are intimately involved in transportation design and construction support services throughout the country. We are most often the professionals called upon to design new facilities, as well as develop the technology to cost effectively maintain and expand a wide variety of highway and transit facilities. Before there is ever a bridge, highway, road or transit system, there is an engineer who designs it. Additionally, the quality of our country's transportation system directly affects the nation's ability to do business. It affects the ability to attract employees and to retain quality staff in the country's firms. The expansion and revitalization of transportation networks is critical to local and national economic development, as well as to our international competitiveness. Finally, our firms are working on environmental clean up projects. They are now incorporating what they have learned to produce transportation systems that are less disruptive to the environment. Therefore, it is important, Mr. Chairman, that the views of the consulting engineering community be heard as the Congress considers President Clinton's FY 1994 budget request for the Department of Transportation.

Highway Programs

With the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Congress established a bold new direction in the development of a transportation system not only for the needs of the 1990s, but also to serve this country in the next century. With the many challenges ahead in successfully implementing this Act, none is more important than full funding. As you know, Mr. Chairman, this landmark legislation has yet to be funded at the levels authorized in the legislation. Actual 1993 funding fell some $2.3 billion below the authorizations for highways and some $1.4 billion below for transit. It has been our experience that the failure to fully fund these authorization levels has seriously affected the ability of states and localities to meet their transportation needs. Furthermore, anticipating full funding, many of our consulting engineering firms proceeded to establish their business plans on this basis and have since had to make adjustments in their staffing levels in reaction to a decreased work load.

Therefore, we are encouraged that the new Administration has requested $20.6 billion for the Federal-aid highway program for FY 1994, bringing the spending level up to that figure authorized in ISTEA. It is only through adequate funding of this program that we will begin to realize the significant benefits of this sound transportation policy for our country.

During consideration of ISTEA, ACEC worked with Congress on three provisions of significant interest to the consulting engineering community. The first item included the discussion of the possible use of warranties and guarantees as a means to promote quality design and construction of highway projects. We know that this topic has been a point of interest to some on this Subcommittee. During debate on this issue, we expressed our serious concerns over this provision. We educated Members of Congress as to the grave consequences that mandated warranties and guarantees would have on both the design and construction industry. A warranty or guarantee would make the engineer responsible for things beyond his or her control. In most cases, the design engineer is provided design and construction standards for incorporation into their design. Furthermore, engineers and designers provide professional services rather than a product. Warranties and guarantees are typically applied to products, not professional services. Finally, professional liability insurance policies carried by all our firms would not cover professional acts when the professional agrees to warrant or guarantee his/her work. Design professionals are already trying diligently to develop designs and provide the quality of service that meets public needs while simultaneously stretching the buying power of limited available funds. Engineering and design services are procured on a Qualifications-based Selection (QBS) process. QBS facilitates the selection of an engineer or designer based on qualifications and competence in relation to the scope and needs of a particular project. Our association, in conjunction with the National Society of Professional Engineers, has prepared a position paper on this issue which I have included in my testimony for your review.

The second item within ISTEA, a uniform audit pilot program, addresses the problem of multiple audits of A/E firms by State highway agencies. Under this program, participating states agree to accept a uniform audit performed in accordance with the Federal Acquisition Regulations (FAR). This acceptance of a single audit by participating states allows states to reap the benefits of lower engineering costs and reduced project delays. With an increase in infrastructure projects certain in the near future, this program is expected to greatly benefit the participating states in assisting them in being able to procure design and engineering services as soon as possible. This program has been up and running since April 1, 1993, with five states participating and several others likely to sign on. Under the Act, this program is to operate for a full three-year term. We enthusiastically support the pilot program and anxiously await the day when this concept can be fully implemented in the federal-aid highway program.

The third provision in which we worked closely with the House during consideration of ISTEA includes the establishment of a private-sector involvement program which would reward those states which have demonstrated their success and ability to procure private sector engineering services. The importance of a private sector role in meeting the public's needs is exemplified by the ever-increasing practice of partnering between public sector government agencies and private sector entities for engineering services, as a means to enhance quality and responsive engineering services. Furthermore, it has been found that the use of private sector engineering consultants has saved the government money. Attached is a study prepared by the Professional Services Management Journal (PSMJ) which illustrates the effectiveness of contracting out design and engineering work to private consulting firms. This program under ISTEA would reward up to three states that have demonstrated a significant and effective use of contracting out of engineering design services to the private sector. The Federal Highway Administration has moved forward on this program through the issuance of a notice of proposed rulemaking issued late last year. Unfortunately, we have learned from FHwA that the shortfall in appropriated funds for ISTEA has prohibited this program from being initiated. Therefore, it is our sincere hope that full funding of this Act will enable FHwA to begin this program.

Rail Initiatives

ACEC is pleased with the President's recognition of the importance of rail in our passenger and freight transportation system. In particular, we are happy to see an emphasis being placed on the development of a high-speed ground transportation system for this country. An investment in this technology is not merely a transportation commitment. It supports the growth of urban regions currently dependent on automobiles and airplanes as their only means of travel. Furthermore, this new high-speed technology allows us to enhance the economic performance of these regions through the development of an environmentally sensitive means of transportation. We are encouraged by the fact that the Administration has requested $140 million in FY 1994 and a total of $1.3 billion over the FY 1994-98 period in order to move forward on technical developments to advance the traditional rail systems, as well as to design the initial phase of a maglev prototype, which we believe will not only contribute to more effective intercity travel but will also contribute to defense conversion by spawning a super conducting magnetic industry in the United States. Several ACEC member firms are currently involved in this development of a maglev system.

Aviation Programs

ACEC believes that the Airport Improvement Program (AIP) is an integral part of the budget for the Federal Aviation Administration (FAA). Thus, we support the Administration's intent to reauthorize this program for FY 1994. However, we would suggest that Congress consider amending the current practice in which private consulting engineering services are procured under this program. In most procurements of private sector A/E services, the Brooks A/E Law requires that the government select architect and engineering services based exclusively on qualifications, to be followed by negotiations to determine a fair and reasonable price to the government. This procurement practice ensures that the government receives the most cost effective, timely, and technically competent design work possible. However, the current AIP regulations do not require the government to use this selection process. The result is low bidding on engineering work. This dramatically reduces the quality of the project, leading to sizeable operating and maintenance costs. We would hope that Congress would recognize the significant merits of this program and move to include Brooks Act procedures in the AIP.

Transit Initiatives

The Administration's request of a 21 percent increase over the FY 1993 enacted level for transit programs is supported by ACEC. In particular, we are supportive of the Discretionary Grants Program which will allow for new starts and rail and guideway modernization projects.

Conclusion

In conclusion, Mr. Chairman, we believe that the Administration's budget for FY 1994 Department of Transportation programs supports many of the initiatives so desperately needed to help rebuild this nation's transportation infrastructure. We share in the Administration's belief that infrastructure investment is the key to America's future and the most effective way to stimulate the economy and create new jobs. More importantly, it provides long-term economic growth and security because it improves productivity. We stand ready to assist the Congress and Administration in whatever way possible. Thank you very much for providing us with the opportunity to express our views on these very important issues.

April 14, 1993

ENGINEERING AND DESIGN SERVICES FOR HIGHWAY CONSTRUCTION
Warranties, Guarantees, and Alternatives

Background:

Section 1043, "Report to Congress on Quality Improvement" of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), requires the General Accounting Office (GAO) to submit a report to Congress addressing means for improving the quality of highways constructed with federal assistance.

The report shall address, among other findings, the use of guarantee and warranty clauses in contracts with designers, contractors, and state highway departments in constructing federal-aid highways.

Points: **Will warranties or guarantees work in our present system?**

Under current practice in the United States, different companies, many of which are small businesses and individuals, are involved in the life cycle of a highway project -- from site planning, to design and engineering, actual construction work and materials, and maintenance and repair.

* Engineers and designers provide professional services rather than a product. Warranties and guarantees are typically applied to products, not professional services. Engineering (much like law, medicine, architecture, etc.) is based professional judgement, thus, its practitioners cannot appropriately warrant or guarantee a result. Adequate protection for facility owner already exists, and has worked satisfactorily for many years in the form of negligence laws backed up by an engineers' professional liability insurance. If the engineer is shown to have been negligent in the performance of his/her duties, he/she is held responsible for the payment of any damages incurred.

* Professional liability insurance policies will not cover professional acts when the professional agrees to warrant or guarantee his/her work. This recognizes the fact that professionals who operate under warranties or guarantees have put themselves in a position where they have accepted a greater degree of liability than is ordinarily found in the profession in which they practice. Typical engineers' professional liability policies currently contain an exclusion to the effect that the carrier "... will not defend or pay under this policy for claims and claim expenses arising out of ....express warranties or guarantees." If warranties and guarantees are required, engineers who are currently providing highway design services will have to decide if they want to continue pursuing these services with no professional liability insurance, or, in the alternative, qualified engineers may decide to discontinue providing these services at all. There may not be sufficient benefits to offset accepting new uninsurable risks. In either case the public will suffer.

* Small businesses will be driven out of the market. Many small businesses cannot risk the liability exposure and, therefore, cannot even propose for a contract where warranties would be required. The decreased competition could increase project costs or lead to unqualified firms performing the work, thereby posing a threat to the safety of the American public.

* A warranty or guarantee will make the engineer responsible for things which are beyond his/her control. In most cases, the design engineer is provided design and construction standards for incorporation into their design. The public agency then usually takes the bids and monitors the actual construction activities of the contractor. Ultimately, it is the public agency who assumes responsibility for the design, construction, and maintenance of a road which can greatly impact the quality of the road. The public agency is also the party responsible for setting and enforcing the standards for use of the road (such as weight and speed limits). Therefore, if a problem occurs, the engineer, if he/she warranted or guaranteed the facility, could be involved in costly litigation over the failure of a facility he/she did not have the opportunity to observe being constructed or maintained, and had no means of affecting or enforcing the standards regarding its use.

* Design professionals are already trying diligently to develop designs and provide the quality of service that meets public needs while simultaneously stretching the buying power of limited available funds. Engineering and design services are procured on a Qualifications-based Selection (QBS) process. QBS facilitates the selection of an engineer or designer based on qualifications and competence in relation to the scope and needs of the particular project.

POINTS: Are warranties and guarantees the only answer to better roads?

Comparisons between the quality and durability of roads constructed in European countries and those constructed in the United States are often made without pointing out the significant differences between the two systems. Recent U.S. tours to European countries to review highway construction practices have highlighted these differences:

* European countries invest heavily up front to build deep, strong pavements and roadway subgrades or foundations. While the average highway design life in the U.S. is 20 years, in Europe it is at least 30, and often 40, years.

* The average price of motor fuel in Europe is about $4.00 per gallon, with taxes representing about 63 percent, or $2.50, of the cost. Of this, an average $1.25 per gallon is spent on road construction and maintenance. Many European roads also operate toll facilities providing additional needed revenues for construction, operation, and maintenance which are not diverted got other purposes.

* European governments and industry have implemented certain U.S. developed design construction techniques and technology.

- Europe and the U.S. are committed to early, preventive maintenance, and to undertaking timely rehabilitation and reconstruction commensurate with available revenues. U.S. highways are safer and built more efficiently than European highways, even though highway users in Europe invest four times more in their road system than we do in the U.S.

- Many highway construction projects in Europe are built by "design-build" firms. One firm is generally responsible for the design and construction of a project. These firms are often large corporations in which a warranty for a single responsible party may be a reasonable requirement.

RECOMMENDATIONS:

Requiring warranties is not the correct approach to solving the problems related to quality and performance in highway construction. To pursue quality, cost-effective approaches to highway construction, we support the following principles:

- emphasize design and construction process based on life-cycle costing which will optimize cost & quality;

- emphasize the need for a higher degree of maintenance;

- reduce delays in siting, right-of-way, design, and construction of highways;

- encourage and accelerate innovation in technology and management;

- reduce the litigious environment in which design professionals and contractors work;

- make decisions based on performance goals and performance monitoring;

- raise and simplify minimum federal design standards to provide more cost effective results; and,

- give states and local governments greater latitude to utilize design standards in excess of the minimum federal standards.

The following organizations are pleased to have worked with Congress to examine issues related to quality improvement for our Nation's highways and to have requested the GAO study. We firmly believe this study has the potential to contribute significantly to future policy decisions on highway quality.

American Consulting Engineers Council (ACEC)
National Society of Professional Engineers (NSPE)

AMERICAN CONSULTING ENGINEERS COUNCIL
1015 FIFTEENTH STREET, N.W., WASHINGTON, D.C. 20005 202-347-7474

August 11, 1992

Contact: Tom Dobbins
(202) 347-7474

FHWA Data Shows Contracting Out Is Cost Effective

Atlanta, GA -- The attached study of the cost effectiveness of contracting out state transportation engineering work to private consulting firms was prepared by William F. Fanning, Director of Research for the Professional Services Managemnent Journal (PSMJ). The study updates and expands upon Fanning's ongoing study of state transportation costs.

What does the data show? One factor clearly stands out. State transportation departments that contract out between 50% and 70% of their total engineering work to private consultants achieve the lowest total engineering costs as a percent of construction. The data also indicates that states that contract out 20% or less of their engineering work spend approximately twice as much for engineering per construction dollar as states that contract out between 50% and 70% of their engineering work. The costs are even higher in the few states which have historically not contracted out any work or contracted out very little.

Over the years, there has been considerable debate on whether it is more cost effective for state governments to contract out highway and bridge engineering work to private companies versus hiring a permanent civil service staff to perform this work. Until now, the debate has been inconclusive. Fanning's study, however, provides the most comprehensive information on this issue because it analyzes eleven years of Federal Highway Administration data on state transportation spending that was supplied directly to FHWA by each of the fifty states. The study also has authority because it analyzes this data based on the most well accepted method for comparing costs, i.e. the cost of engineering as a percent of construction costs. This means that the study focuses on what portion of the total cost of a completed transportation project was attributable to just the engineering design work. Inherent in this method is a recognition of not only expenditures, but productivity as well -something many cost comparisons do not address.

ACEC recognizes that differences exist from state to state in the cost data submitted to FHwA. Keeping in mind the natural differences between states, the study found that the variable "percent of engineering contracted out" was the only variable (among many) which correlated with the cost effectiveness of each state's expenditures for transportation engineering. Other variables analyzed by Fanning (which did not correlate with the cost effectiveness of contracting out) included a comparison of large states vs. small states, different construction methods between states, differing geographic or environmental considerations, and traffic density and highway miles per capita.

(more)

The study also indicates that construction funding levels are highly variable due to budget cutbacks or growth (in excess of inflation). During times of fluctuating funding, states have been better able to control engineering costs when more than 50% of engineering work is contracted out to private sector firms.

The FHWA data covers an eleven year period which provides a statistically reliable sample. A multi-year analysis is important because engineering costs that are attributable to a given year may not show up as completed construction costs in the same year. Thus, what appears as fluctuations from one year to the next may be the result of the lag between the year when engineering costs are reported to FHWA and the year when construction costs are reported.

In addition to serving as Director of Research for PSMJ, Fanning is editor of Government Design Business Report, the only newsletter specifically devoted to contracting issues between all levels of government and engineering and architectural firms. Funding for this expanded analysis of Fanning's ongoing study of transportation costs was provided by the California Council of Civil Engineers and Land Surveyors and the Coalition for Project Delivery.

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PSMJ
Professional Services Management Journal ■ 271 Cross Gate Drive ■ Marietta, GA 30067 ■ 404-971-7586

Contracting Out Engineering Services is Cost Effective

U. S. Government Data Shows Contracting Out Saves Money

The issue of cost effectiveness in contracting out engineering services has long been a concern of transportation officials and legislators throughout the nation.

What does actual experience show?

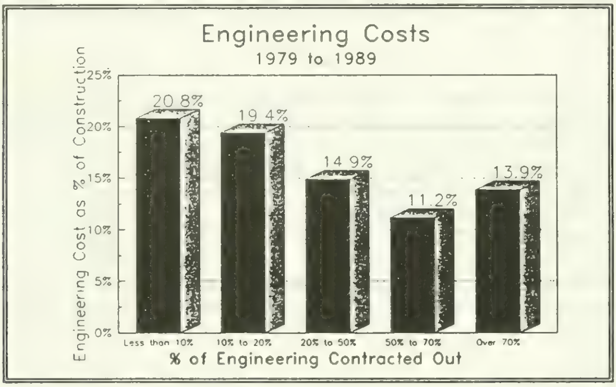
All state and local governments annually submit information on actual transportation spending to the Federal Highway Administration (FHWA). This data shows clearly that based on actual experience, contracting out a significant (50% to 70%) portion of preliminary and construction engineering (PCE) results in the lowest total overall engineering costs.

Several facts about this conclusion:

- ✓ The information includes eleven years of actual experience by all 50 states.
- ✓ The information was submitted by the states under the standard guidelines of FHWA.

The conclusions drawn from this study of FHWA data are conclusive as to the cost effectiveness of contracting out, and the reduced cost states see for engineering when contracting out is increased.

Eleven years of FHWA transportation spending reports clearly show a correlation between contracting out and total cost effectiveness.

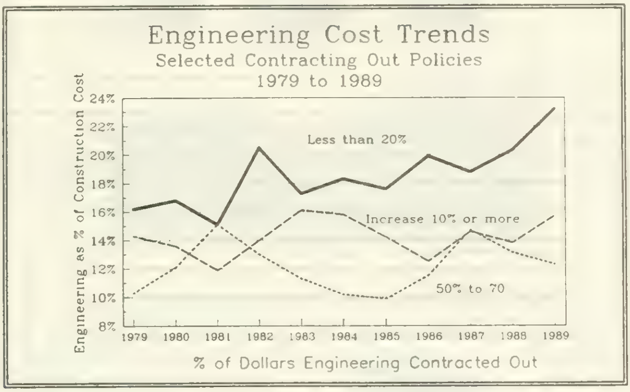


- ✓ Cost effectiveness of engineering is usually expressed with engineering costs as a percentage of construction costs.
- ✓ States that contract out less than 20% of their engineering work have the highest engineering costs in relation to construction spending.

- ✓ States that contract out between 50% and 70% of their engineering work have achieved the lowest cost for engineering over the eleven year period.
- ✓ PCE spending levels only show a correlation when compared to the level of contracting out. Tests based on mileage, traffic density, coastal or mountain terrain and the size of the construction program produce no correlation to engineering costs.

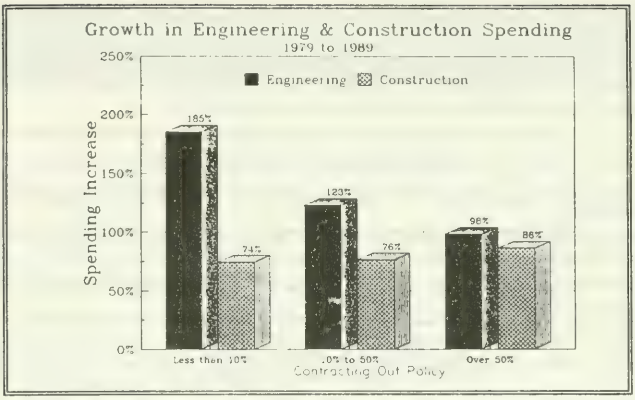
What is the effect on engineering costs when contracting out is increased?

- ✓ Only states increasing their contracting out of engineering have been able to hold PCE costs at stable levels.
- ✓ States contracting out less than 10% of their engineering work have seen the largest increase in engineering costs as a percentage of construction.
- ✓ States contracting out 50% to 70% of their engineering typically have seen the lowest engineering costs as percentage of construction costs.

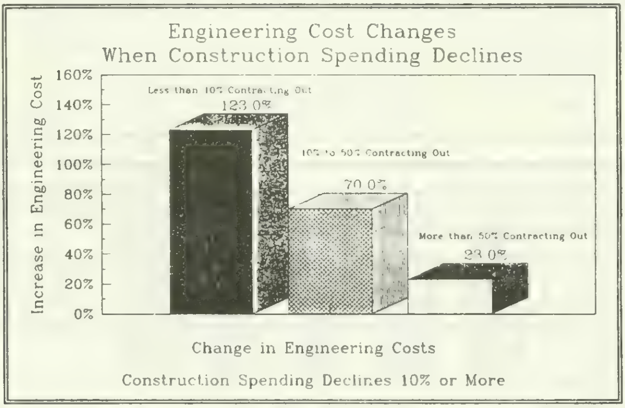


Engineering costs have been rising. Increased environmental concerns, stricter safety standards and more community involvement have all added to the demands on engineers, resulting in higher cost levels. How is contracting out affecting the costs for engineering?

- ✓ Almost every state has seen an increase of more than 10% in year to year construction funding.
- ✓ States contracting out over 50% of their engineering work are the states that have the lowest increase in engineering costs as a percentage of construction when construction spending increases.
- ✓ States are able to increase construction spending faster when contracting out is used extensively.
- ✓ States increasing their construction spending have been able to actually build faster, at a lower engineering cost when they contract out over 50% of their engineering work.
- ✓ States contracting out more than 50% of their engineering work have been able to increase construction spending in a shorter time.



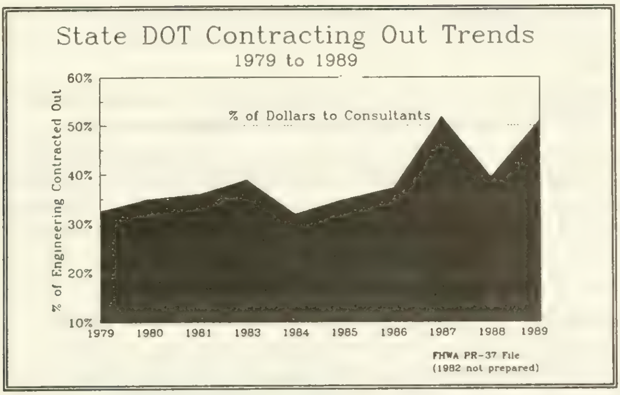
Construction funding is not a stable area of government spending. Deficit pressures or the ending of special building programs frequently create decreases in construction spending. Special programs may also create increases in construction spending over a relatively short period of time and then spending returns to lower levels. How does contracting out affect engineering costs when construction funding levels decline?



- ✓ Almost every state has experienced at least one year with reduced construction funding. Half of all states have had at least one year-to-year decline of at least 20% in construction funding.
- ✓ PCE costs are better controlled by states when construction funding is reduced when they contract out a large portion of their PCE work.

- ✓ States contracting out a significant portion of their engineering work have seen a more stable relationship of engineering costs to construction. States with limited contracting out have seen engineering costs rise at a rate more than five times as great when construction funding declines by 10% or more.
- ✓ Contracting out less than 10% of engineering results in the highest increase in engineering cost as a % of construction when construction spending declines.

The trends in contracting out of engineering services reflect a recognition that contracting out is cost effective.



FHWA PR-37 File
(1982 not prepared)

- ✓ Overall contracting out has risen from 30% to almost 50% over the past decade.
- ✓ The number of states contracting out less than 20% of their engineering work has declined from 15 to 5 over the past decade.
- ✓ A survey of all fifty states indicates 10 states are planning to increase their contracting out in the future.

Actual state spending for engineering is sending a very clear message. Contracting out of engineering services is a cost effective way to prudently use taxpayer money.

A decade of actual cost experience on an overall program basis is the best measure to use in assessing cost effectiveness. No estimates, no educated guesses, no what ifs and no partial views - actual total experience.

Contracting out engineering services will reduce the costs of engineering.

Sources of information:
Federal Highway Statistics, published annually by the Department of Transportation.
Engineering costs are from table SF-4C of the annual report, data on Preliminary and Construction Engineering and Construction.
Federal Highway Statistics are compiled from reports by state and local governments on Form FHWA-532
Data on contracting out from PR-37 file prepared by FHWA from information on federal aid spending from each state.
Per FHWA definitions, Preliminary and Construction Engineering includes field engineering and inspections, surveys, material testing, and boring; preparation of plans, surveys, and engineering (PS & E); and traffic and related studies.

For further information contact PSMJ's Director of Research Bill Fanning at 404 971-7586.

FHWA DATA

The following data is from FHWA. The primary data source is the annual Highway Statistics publication.

This report is complied, annually, from data submitted by state and local governments. Three important points regarding this data:

1. The data is for actual spending on a calendar year basis. Thus, the data will vary from either state budget/appropriation figures or reports prepared on the basis of a state's fiscal year.
2. The data is gathered on the basis of FHWA definitions that may be somewhat different than state/local definitions for particular spending categories.
3. FHWA staff review the data for consistency and conformity with their guidelines to verify the data for all states is consistent.

From our discussions with FHWA staff, their belief is all data submitted by the states is accurate, including the spending data used in this study. These personnel expressed some doubt as to the completeness of local spending data. These doubts were not about the accuracy of data submitted, but about its completeness as they are uncertain if every local government unit submits data.

Accordingly, this study relies primarily on state level data.

The spending categories used in this study are defined by FHWA as follows:[1]

> Item A.1.b. Preliminary and construction engineering.-Include the following expenditures: field engineering and inspections; surveys, material testing, and borings; preparation of plans, surveys, and engineering (PS &E); and traffic and related studies.
>
> Item A.1.c. Construction of highways.-Include the following classes of expenditures for construction, 3R/4R, (resurfacing, restoration, rehabilitation and reconstruction), restoration of failed components, additions and betterments:
>
> - Construction of roads includes roadway earth work and grading; drainage and related protective structures; base and surface or resurfacing; shoulder and approach surfac-

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[1] Text from FHWA Notice N 5600.9, January 7, 1991, page 8-8, instructions for completing form FHWA-532

ing, including turnouts, interchanges, frontage roads, climbing lanes and parking areas; utility relocation; and environmentally related improvements.

- Construction of major structures includes: bridges; viaducts; grade separation structures, overpasses and underpasses; vehicular tunnels and subways; sewer and drainage systems, walls and roads over dams; and ferries and landings.
- Installation of traffic service facilities includes the cost of building or installing specialized facilities designed to aid, direct, regulate or control vehicle use of the highways. (Report costs of weighing, inspections and highway patrol facilities in item A.5.)

Note these categories do not include any costs associated with right of way acquisition, including administration of right of way costs.

FHWA also tracks state costs for engineering of federal aid projects in the PR-37 data file. This data is accumulated for both total reimbursed costs and for contracted out costs. The PR-37 data was used to determine the state volume of work contracted out.

The PR-37 data file was not prepared for 1982 (current staff contacts with FWHA could not explin why this was not done).

The survey of all fifty states conducted for this survey included verification of state contracting out volume. Both the PR-37 data and the adjusted contracting out volume produced the same findings as to the cost effectiveness of contracting out.

The state survey was conducted in March of 1991, and is of 90-91 values, and was conducted to place each state in one of the contracting out percentage groupings for the purposes of this study, and thus did not attempt to precisely quantify contracting out volume.

This study resulted in four states being moved to higher contracting out groupings and four to lower contracting out brakets, with no overall signifiagant impact on the data analysis.

Additional Highway Statistics data used for testing the cost of engineering included mileage, vehicle miles and administration costs.

Federal Highway Statistics (for the year indicated)
Preliminary & Construction Engineering
Table SF-4C (000 ommitted)

State	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
Alabama	12724	12358	13421	11145	14133	15530	20664	17263	12818	26857	22029
Alaska		22430	18846	26711	33928	20925	31076	36787	36260	36142	48423
Arizona	21974	32538	31240	8496	30962	29755	32862	40459	51209	67508	68731
Arkansas	16878	19222	11110	18322	18752	18888	26781	31610	29080	29325	28730
California	129700	121698	117589	170476	155773	209066	271094	275304	306974	324547	407849
Colorado	21517	24687	27584	29802	35746	36174	45213	49324	48402	55688	54398
Connecticut	21605	24779	29714	27180	37202	42153	57054	75320	86316	96796	148213
Delaware	5944	7312	8557	9231	12481	13039	14445	13814	14589	17545	23077
Florida	60129	90379	45097	47145	52341	53755	72766	79667	165728	220200	200621
Georgia	38149	38399	42912	46704	55478	83032	65881	52599	59394	88102	89741
Hawaii	10546	9966	7794	12825	14104	15971	15333	13836	18037	23203	29717
Idaho	6740	6193	6855	7875	9486	12008	14390	13583	13020	15872	15813
Illinois	52537	62488	65244	63403	64804	77662	95469	109354	141490	116178	124702
Indiana	16830	19339	23226	38973	3055	6311	13509	25862	34973	12144	17463
Iowa	21880	20511	17645	17077	18824	19252	20549	20953	21667	24623	22395
Kansas	5504	7925	8461	6827	9414	9012	7952	27379	26384	28778	31174
Kentucky	39809	42059	37147	41425	51086	54494	60691	84164	62677	72039	58566
Louisiana	40855	39768	51095	58992	59936	49881	50680	45731	40703	38266	36072
Maine	8792	8108	7515	9059	7790	8921	21772	19515	14690	16329	19704
Maryland	14711	16066	14428	29867	20776	29752	38948	46045	114173	67406	67724
Massachusetts	28196	32500		8050	34367	54055	57081	56788	46016		96379
Michigan	38667	31875	32102	34327	27387	36304	41988	49251	54818	51099	63207
Minnesota	30079	36063	18685	31645	38781	41706	47399	54827	55676	50864	61291
Mississippi	19002	20149	18725	22297	23173	22430	23771	26622	29963	30355	34348
Missouri	16910	12241	10726	8216	10711	15116	19125	19552	42336	45592	42910
Montana	16667	22338	19897	4347	4644	5418	6501	6993	8311	8803	4892
Nebraska		10632	10549	12618	15514	15826	15320	16844	16669	18705	22321
Nevada	14045	11085	10706	10641	10848	13771	14456	14896	14385	20116	25735
New Hampshire	4423	6452	6824	8130	7935	8235	9079	9721	8766	12756	13434
New Jersey	8921	9221	32730	13701	17909	31042	38321	43824	86124	77664	58425
New Mexico	2457	3327	11636	16009	17402	20362	57062	27454	31094	14299	13210
New York	38596	40625	52481	103834	73765	83811	106827	86423	65983	66168	90313
North Carolina	44365	54750	35889	43057	43693	55750	67290	69553	75069	82848	93249
North Dakota	6892	7185	7780	6704	10470	11121	9136	7563	6829	6580	7154
Ohio	10744	9428	25394	33217	36150	47207	47911	50423	54866	54899	60608
Oklahoma	17090	18344	20864	21773	20599	20664	21567	22887	24032	26298	25198
Oregon	15424	18686	19949	20675	24427	27480	31659	25887	39906	26630	40000
Pennsylvania	34181	27883	29301	46684	59708	67849	62814	72550	70535	72763	74063
Rhode Island	6999	7699	8161	13641	13777	22113	24127	26208	31344	29968	38984
South Carolina	16870	17985	5441	16749	28763	33163	28495	30394	36999	41578	47381
South Dakota	5322	6067	5589	5206	6385	11716	7174	6455	7726	9387	8669
Tennessee	40394	47816	40820	35820	45019	41693	51901	52575	54651	69327	66318
Texas	82887		113377	122078	129970	139084	156818	185896	228785	231811	212941
Utah	19000	25375	26000	26000	27000	31000	40000	39000	34000	36200	40000
Vermont	3190	3192	5731	7196	3656	4877	5095	9235	6211	8747	
Virginia	41342	51855	48285	45670	49839	51519	58006	73972	99138	134579	131994
Washington	48089	46511	46070	44586	59564	81773	100896	100130	90644	83382	75426
West Virginia	28865	16775	13110	10763	15164	15263	19955	20724	14502	19249	13182
Wisconsin	13836	16043	16770	21388	23274	26563	22889	28717	31094	34517	41487
Wyoming	12085	14034	16612	18439	22194	23713	27889	23355	18516	18806	22370

FHWA DATA

Federal Highway Statistics (for the year indicated)
Construction Costs
Table SF-4C (000 ommitted)

State	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
Alabama	215488	152097	245283	208990	257645	281392	396283	347793	286491	353349	353165
Alaska		80633	104826	81384	100956	130254	78346	110562	97213	101238	106582
Arizona	126101	119683	125654	122287	119004	168209	245711	211261	360739	425873	301226
Arkansas	130702	183571	134364	127120	120995	128660	218864	242434	200360	184197	156751
California	296025	272842	378021	327853	331895	451980	543035	523559	734048	786220	830609
Colorado	123845	125151	87269	98510	122494	156836	194787	213380	212839	217321	174059
Connecticut	94159	119487	118515	110177	144953	166246	227562	300700	349808	393054	599784
Delaware	24886	37251	71409	57463	68640	83122	78204	83236	89379	112442	96533
Florida	326918	497448	52368	481410	406154	426172	768039	747935	872234	953541	767781
Georgia	291495	351789	458109	292668	509062	373200	671845	463855	536886	478657	480005
Hawaii	42772	40417	46484	56679	72412	62014	44817	43977	44518	53385	44264
Idaho	50552	38204	43576	37337	58556	69136	81108	80127	59124	103015	95142
Illinois	470370	659775	551955	544959	629640	836604	951599	508430	780802	1003951	1033042
Indiana	83556	54305	61215	173246	199275	240012	287523	340450	154070	353812	347953
Iowa	148465	100967	130486	126303	143192	254185	257952	230966	215152	249301	256955
Kansas	126777	179265	152073	123572	109055	200129	259256	242251	242546	189896	192864
Kentucky	301536	318712	305116	260244	275000	332347	338562	281816	359516	417281	332981
Louisiana	211810	293042	460422	436808	461637	391527	415193	513325	365694	345179	360643
Maine	33681	31612	49764	64176	56094	69684	84116	70092	78811	75751	84113
Maryland	110044	55518	131569	210887	215127	328210	374910	384504	426527	552759	605533
Massachusetts	164656	258553	0	182218	115424	146065	184721	177754	235733		182145
Michigan	297878	251909	178097	190765	190059	303112	275213	370445	394665	400956	369090
Minnesota	103218	108034	187531	197341	229029	316297	340339	352844	401203	385185	436357
Mississippi	176230	198516	173944	168874	155081	150106	168287	199635	184915	186942	168229
Missouri	269919	214400	177690	192813	204139	294124	365004	383923	255884	347075	260735
Montana	69465	120429	103522	76642	101140	143993	156058	156301	101727	146014	131308
Nebraska		58944	87180	84110	121172	130960	137534	140272	99275	156923	159153
Nevada	60239	87536	75961	79851	73825	84069	112974	127685	84303	124293	150264
New Hampshire	71177	44378	29350	66304	42969	48199	66241	56377	58159	60386	58080
New Jersey	123619	129000	182297	184327	180668	313389	452443	611837	739653	370705	742035
New Mexico	76041	91330	144615	143346	164185	196438	135583	166459	180128	203752	228989
New York	724508	607892	545210	550429	595818	682046	795348	830479	900966	862071	1270542
North Carolina	284294	308464	228897	177348	195135	240447	314784	299501	357163	395454	357192
North Dakota	43610	37215	49993	43283	79002	82299	77740	64560	65817	70752	54882
Ohio	283274	250747	261955	340619	338409	466346	596088	493797	569551	603506	477035
Oklahoma	93773	119116	165996	172979	196797	210517	239576	244302	233079	264522	211777
Oregon	70569	172620	134471	138510	153364	137299	163464	171524	159579	172888	182131
Pennsylvania	152197	283330	514766	606603	525088	671367	1004927	1166833	1236405	1206523	1147905
Rhode Island	16360	17996	19337	25521	29416	43108	58274	86470	92181	105185	105248
South Carolina	100672	98073	107682	111124	117780	149153	180501	174540	236006	237223	209147
South Dakota	49779	59041	63673	54148	70766	94062	102355	83541	75975	103939	93419
Tennessee	203262	246446	214443	171408	251713	227907	259076	229718	266326	381211	345816
Texas	697807		943734	814232	797502	803250	800102	1521588	1506989	1781133	1586391
Utah	93829	110925	99462	76900	118836	158000	195392	155437	135628	174693	226796
Vermont	23084	21464	39478	48227	26021	33437	34358	62522	41836	39186	
Virginia	296851	290401	268750	246907	339259	307210	434322	531217	642718	713493	648020
Washington	183087	165577	216350	276410	289294	290526	355848	360531	358824	328430	330927
West Virginia	234347	318710	279634	208364	195769	239625	293457	293532	316717	213888	193694
Wisconsin	141140	125185	133296	139736	229324	237177	195942	225318	248673	278721	344655
Wyoming	70789	93784	102775	100064	126916	162790	179478	133711	117634	119208	117907

Federal Highway Statistics (for the year indicated)
Preliminary & Construction Engineering as a % of Construction

State	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989
Alabama	5.9%	8.1%	5.5%	5.3%	5.5%	5.5%	5.2%	5.0%	4.5%	7.6%	6.2%
Alaska		27.8%	18.0%	32.8%	33.6%	16.1%	39.7%	33.3%	37.3%	35.7%	45.4%
Arizona	17.4%	27.2%	24.9%	6.9%	26.0%	17.7%	13.4%	19.2%	14.2%	15.9%	22.8%
Arkansas	12.9%	10.5%	8.3%	14.4%	15.5%	14.7%	12.2%	13.0%	14.5%	15.9%	18.3%
California	43.8%	44.6%	31.1%	52.0%	46.9%	46.3%	49.9%	52.6%	41.8%	41.3%	49.1%
Colorado	17.4%	19.7%	31.6%	30.3%	29.2%	23.1%	23.2%	23.1%	22.7%	25.6%	31.3%
Connecticut	22.9%	20.7%	25.1%	24.7%	25.7%	25.4%	25.1%	25.0%	24.7%	24.6%	24.7%
Delaware	23.9%	19.6%	12.0%	16.1%	18.2%	15.7%	18.5%	16.6%	16.3%	15.6%	23.9%
Florida	18.4%	18.2%	86.1%	9.8%	12.9%	12.6%	9.5%	10.7%	19.0%	23.1%	26.1%
Georgia	13.1%	10.9%	9.4%	16.0%	10.9%	22.2%	9.8%	11.3%	11.1%	18.4%	18.7%
Hawaii	24.7%	24.7%	16.8%	22.6%	19.5%	25.8%	34.2%	31.5%	40.5%	43.5%	67.1%
Idaho	13.3%	16.2%	15.7%	21.1%	16.2%	17.4%	17.7%	17.0%	22.0%	15.4%	16.6%
Illinois	11.2%	9.5%	11.8%	11.6%	10.3%	9.3%	10.0%	21.5%	18.1%	11.6%	12.1%
Indiana	20.1%	35.6%	37.9%	22.5%	1.5%	2.6%	4.7%	7.6%	22.7%	3.4%	5.0%
Iowa	14.7%	20.3%	13.5%	13.5%	13.1%	7.6%	8.0%	9.1%	10.1%	9.9%	8.7%
Kansas	4.3%	4.4%	5.6%	5.5%	8.6%	4.5%	3.1%	11.3%	10.9%	15.2%	16.2%
Kentucky	13.2%	13.2%	12.2%	15.9%	18.6%	16.4%	17.9%	29.9%	17.4%	17.3%	17.6%
Louisiana	19.3%	13.6%	11.1%	13.5%	13.0%	12.7%	12.2%	8.9%	11.1%	11.1%	10.0%
Maine	26.1%	25.6%	15.1%	14.1%	13.9%	12.8%	25.9%	27.8%	18.6%	21.6%	23.4%
Maryland	13.4%	28.9%	11.0%	14.2%	9.7%	9.1%	10.4%	12.0%	26.8%	12.2%	11.2%
Massachusetts	17.1%	12.6%		4.4%	29.8%	37.0%	30.9%	31.9%	19.5%		52.9%
Michigan	13.0%	12.7%	18.0%	18.0%	14.4%	12.0%	15.3%	13.3%	13.9%	12.7%	17.1%
Minnesota	29.1%	33.4%	10.0%	16.0%	16.9%	13.2%	13.9%	15.5%	13.9%	13.2%	14.0%
Mississippi	10.8%	10.1%	10.8%	13.2%	14.9%	14.9%	14.1%	13.3%	16.2%	16.2%	20.4%
Missouri	6.3%	5.7%	6.0%	4.3%	5.2%	5.1%	5.2%	5.1%	16.5%	13.1%	16.5%
Montana	24.0%	18.5%	19.2%	5.7%	4.6%	3.8%	4.2%	4.5%	8.2%	6.0%	3.7%
Nebraska		18.0%	12.1%	15.0%	12.8%	12.1%	11.1%	12.0%	16.8%	11.9%	14.0%
Nevada	23.3%	12.7%	14.1%	13.3%	14.7%	16.4%	12.8%	11.7%	17.1%	16.2%	17.1%
New Hampshire	6.2%	14.5%	23.3%	12.3%	18.5%	17.1%	13.7%	17.2%	15.1%	21.1%	23.1%
New Jersey	7.2%	7.1%	18.0%	7.4%	9.9%	9.9%	8.5%	7.2%	11.6%	21.0%	7.9%
New Mexico	3.2%	3.6%	8.0%	11.2%	10.6%	10.4%	42.1%	16.5%	17.3%	7.0%	5.8%
New York	5.3%	6.7%	9.6%	18.9%	12.4%	12.3%	13.4%	10.4%	7.3%	7 7%	7.1%
North Carolina	15.6%	17.7%	15.7%	24.3%	22.4%	23.2%	21.4%	23.2%	21.0%	21.0%	26.1%
North Dakota	15.8%	19.3%	15.6%	15.5%	13.3%	13.5%	11.8%	11.7%	10.4%	9.3%	13.0%
Ohio	3.8%	3.8%	9.7%	9.8%	10.7%	10.1%	8.0%	10.2%	9.6%	9.1%	12.7%
Oklahoma	18.2%	15.4%	12.6%	12.6%	10.5%	9.8%	9.0%	9.4%	10.3%	9.9%	11.9%
Oregon	21.9%	10.8%	14.8%	14.9%	15.9%	20.0%	19.4%	15.1%	25.0%	15.4%	22.0%
Pennsylvania	22.5%	9.8%	5.7%	7.7%	11.4%	10.1%	6.3%	6.2%	5.7%	6.0%	6.5%
Rhode Island	42.8%	42.8%	42.2%	53.5%	46.8%	51.3%	41.4%	30.3%	34.0%	28.5%	37.0%
South Carolina	16.8%	18.3%	5.1%	15.1%	24.4%	22.2%	15.8%	17.4%	15.7%	17.5%	22.7%
South Dakota	10.7%	10.3%	8.8%	9.6%	9.0%	12.5%	7.0%	7.7%	10.2%	9.0%	9.3%
Tennessee	19.9%	19.4%	19.0%	20.9%	17.9%	18.3%	20.0%	22.9%	20.5%	18.2%	19.2%
Texas	11.9%		12.0%	15.0%	16.3%	17.3%	19.6%	12.2%	15.2%	13.0%	13.4%
Utah	20.2%	22.9%	26.1%	33.8%	22.7%	19.6%	20.5%	25.1%	25.1%	20.7%	17.6%
Vermont	13.8%	14.9%	14.5%	14.9%	14.1%	14.6%	14.8%	14.8%	14.8%	22.3%	
Virginia	13.9%	17.9%	18.0%	18.5%	14.7%	16.8%	13.4%	13.9%	15.4%	18.9%	20.4%
Washington	26.3%	28.1%	21.3%	16.1%	20.6%	28.1%	28.4%	27.8%	25.3%	25.4%	22.8%
West Virginia	12.3%	5.3%	4.7%	5.2%	7.7%	6.4%	6.8%	7.1%	4.6%	9.0%	6.8%
Wisconsin	9.8%	12.8%	12.6%	15.3%	10.1%	11.2%	11.7%	12.7%	12.5%	12.4%	12.0%
Wyoming	17.1%	15.0%	16.2%	18.4%	17.5%	14.6%	15.5%	17.5%	15.7%	15.8%	19.0%

FHWA Data
Table SF-4C
Total PCE and Construction for 1979 to 1989 (000 ommitted)

State	PCE	Construction	PCE as % of Consr ruction
California	2490070	5476087	45.5%
Rhode Island	223021	599096	37.2%
Alaska	311528	991994	31.4%
Hawaii	171332	551739	31.1%
Massachusetts	413432	1647269	25.1%
Colorado	428535	1726491	24.8%
Connecticut	646332	2624445	24.6%
Washington	777071	3155804	24.6%
Utah	343575	1545898	22.2%
North Carolina	665513	3158679	21.1%
Maine	142195	697894	20.4%
Tennessee	546334	2797326	19.5%
Arizona	415734	2325748	17.9%
South Carolina	303818	1721901	17.6%
Oregon	290723	1656419	17.6%
Delaware	140034	802565	17.4%
Florida	1087828	6300000	17.3%
Kentucky	604157	3523111	17.1%
Idaho	121835	715877	17.0%
Virginia	786199	4719148	16.7%
Wyoming	218013	1325056	16.5%
New Hampshire	95755	601620	15.9%
Vermont	57130	369613	15.5%
Minnesota	467016	3057378	15.3%
Nevada	160684	1061000	15.1%
Michigan	461025	3222189	14.3%
Texas	1603647	11252728	14.3%
Mississippi	270835	1930759	14.0%
Arkansas	248698	1828018	13.6%
Maryland	459896	3395588	13.5%
Georgia	660391	4907571	13.5%
Nebraska	154998	1175523	13.2%
North Dakota	87414	669153	13.1%
New Mexico	214312	1730866	12.4%
Illinois	973331	7971127	12.2%
Louisiana	511979	4255280	12.0%
Wisconsin	276578	2299167	12.0%
Oklahoma	239316	2152434	11.1%
Iowa	225376	2113924	10.7%
New Jersey	417882	4029973	10.4%
New York	808826	8365309	9.7%
South Dakota	79696	850698	9.4%
Indiana	211685	2295417	9.2%
Ohio	430847	4681327	9.2%
Kansas	168810	2017684	8.4%
Montana	108811	1306599	8.3%
Missouri	243435	2965706	8.2%
Pennsylvania	618331	8515944	7.3%
West Virginia	187552	2787737	6.7%
Alabama	178942	3097976	5.8%
50 State Average			15.2%

FHWA Data File PR-37

Total PCE dollar reimbursement on Federally funded projects

State	1979	1980	1981	1983	1984	1985	1986	1987	1988	1989
Alabama	13.03	16.10	6.87	13.09	15.70	6.56	9.79	3.62	10.39	7.78
Alaska	7.29	7.24	7.47	3.59	6.67	11.84	16.24	7.91	5.53	5.51
Arizona	3.52	1.24	0.51	6.52	10.11	11.67	3.10	4.55	3.73	0.76
Arkansas	2.67	0.99	0.10	1.34	11.52	0.96	2.24	3.48	2.06	0.34
California	29.31	26.53	16.43	63.65	125.78	81.34	38.58	37.56	68.70	61.69
Colorado	6.67	12.74	6.77	12.69	12.12	17.61	12.63	16.71	26.83	17.00
Connecticut	5.16	12.08	57.60	18.29	11.93	4.23	8.67	4.77	12.59	7.81
Delaware	3.26	4.71	0.87	3.73	5.72	2.86	1.79	1.06	0.22	0.61
Florida	6.69	26.61	11.40	25.17	13.81	22.25	16.69	13.37	16.15	18.47
Georgia	12.16	4.69	4.86	5.57	10.28	7.90	7.49	2.02	2.16	1.69
Hawaii	3.41	1.26	16.34	55.76	6.11	2.87	3.18	2.09	1.16	0.81
Idaho	1.90	1.72	1.77	5.10	4.30	5.96	2.78	2.62	2.22	2.90
Illinois	13.02	9.78	17.68	10.88	8.94	8.53	7.48	9.92	5.05	2.59
Indiana	13.58	9.59	13.80	6.45	15.91	15.96	17.53	7.67	5.51	9.47
Iowa	3.21	4.90	1.11	7.51	0.94	3.55	3.07	6.48	2.33	3.52
Kansas	9.27	6.57	1.96	4.05	3.03	4.71	7.41	1.87	3.94	8.12
Kentucky	15.94	10.32	8.62	3.19	17.64	9.22	15.76	9.95	16.27	5.13
Louisiana	24.29	9.26	9.15	15.68	1.06	4.32	6.91	8.82	10.00	5.51
Maine	3.03	5.29	1.78	1.72	3.59	4.12	4.76	7.55	10.94	6.60
Maryland	7.44	8.48	12.62	20.80	9.23	9.84	4.48	2.46	1.30	4.12
Massachusetts	7.38	8.97	10.10	4.91	11.53	9.31	12.13	92.36	26.32	21.06
Michigan	5.40	5.83	16.58	6.15	7.46	7.61	5.71	4.11	1.62	9.98
Minnesota	6.82	3.79	5.56	7.46	14.67	3.13	17.23	1.28	8.04	1.46
Mississippi	5.73	1.57	2.28	3.34	1.05	2.01	3.12	0.61	3.16	0.46
Missouri	23.17	25.35	8.40	14.37	8.53	8.84	8.88	11.03	2.74	4.17
Montana	3.74	3.69	2.48	9.24	6.72	6.22	6.05	5.77	12.22	5.06
Nebraska	3.82	1.26	4.38	1.48	1.86	0.97	1.07	0.66	3.28	0.45
Nevada	5.42	4.37	1.56	3.06	5.43	4.91	1.31	1.73	6.71	3.72
New Hampshire	6.33	7.75	3.06	2.87	5.17	7.50	5.85	2.96	5.51	5.76
New Jersey	20.55	16.91	18.13	22.19	42.17	24.44	21.90	31.48	14.07	16.10
New Mexico	2.80	0.71	1.20	0.28	0.19	0.11	0.01	0.00	0.81	0.02
New York	52.13	24.25	32.21	56.14	70.98	42.04	54.89	41.14	42.81	52.30
North Carolina	18.50	2.01	7.78	11.57	24.11	15.67	8.06	10.52	21.09	20.38
North Dakota	2.17	2.43	2.14	2.52	2.43	2.40	3.79	2.77	2.86	3.08
Ohio	9.48	5.78	8.97	17.52	21.99	11.16	8.19	6.43	8.38	10.48
Oklahoma	0.01	2.33	0.01	0.00	12.83	2.48	0.00	1.43	12.73	1.47
Oregon	4.12	5.27	6.30	3.70	13.98	11.91	6.55	11.85	2.17	3.14
Pennsylvania	23.65	29.50	50.68	33.48	46.93	28.99	11.56	17.43	19.13	19.99
Rhode Island	2.58	3.30	16.18	8.58	8.17	4.82	3.69	8.43	0.60	4.07
South Carolina	4.65	2.45	1.27	9.58	20.55	3.25	4.62	6.89	4.58	4.87
South Dakota	1.93	2.34	0.66	1.51	1.27	1.51	1.24	2.17	2.77	1.52
Tennessee	15.73	12.35	17.85	20.08	14.46	17.52	12.39	17.48	16.52	18.97
Texas	14.10	16.76	9.62	12.80	91.31	5.16	10.76	8.78	1.22	6.99
Utah	0.66	4.62	1.57	1.80	1.88	2.87	2.41	6.04	3.93	3.72
Vermont	4.35	2.27	2.51	3.49	7.86	6.26	5.76	5.93	3.44	7.53
Virginia	7.30	7.82	3.30	10.84	14.80	12.60	2.89	6.36	2.73	0.00
Washington	42.35	26.75	13.83	68.56	26.00	16.60	22.10	41.45	8.70	41.52
West Virginia	2.88	8.96	7.77	7.65	18.55	13.06	17.89	11.77	12.37	6.29
Wisconsin	7.99	6.30	14.35	8.97	21.12	15.98	38.92	29.58	19.45	3.86
Wyoming	0.86	0.82	0.10	2.24	1.15	0.72	0.43	0.20	2.32	2.66

FHWA Data File PR-37
Total PCE dollar reimbursement on Federally funded projects
Dollars contracted out

State	1979	1980	1981	1983	1984	1985	1986	1987	1988	1989
Alabama	0.41	0.99	0.59	0.00	3.06	0.25	0.71	0.30	0.20	0.12
Alaska	1.24	1.32	0.94	0.10	0.00	1.22	1.85	1.09	0.84	1.03
Arizona	1.89	0.03	0.35	5.44	4.40	10.56	1.58	2.38	2.63	0.28
Arkansas	1.48	0.22	0.00	0.13	0.76	0.36	1.99	0.49	0.12	0.00
California	0.17	0.27	0.00	0.09	0.11	0.00	0.00	0.04	0.00	0.00
Colorado	0.01	0.11	0.00	0.08	0.52	0.00	3.11	3.20	8.17	4.80
Connecticut	0.20	9.21	13.24	13.25	0.35	0.50	0.00	1.29	5.89	1.85
Delaware	1.88	3.30	0.39	1.86	3.38	1.96	0.81	0.52	0.10	0.03
Florida	1.50	15.63	3.48	14.87	8.83	16.55	8.58	10.51	13.47	16.06
Georgia	0.00	0.00	0.11	0.27	1.69	3.61	3.86	0.49	1.29	0.58
Hawaii	0.08	0.51	15.14	50.30	1.62	0.85	1.36	0.76	0.66	0.37
Idaho	0.83	0.65	0.44	1.45	1.94	4.13	1.34	0.95	0.30	1.62
Illinois	10.06	7.67	11.48	8.54	7.43	6.12	5.18	8.26	3.30	2.17
Indiana	5.06	5.34	8.26	4.99	11.77	12.54	14.77	7.05	4.90	8.88
Iowa	2.25	2.34	0.39	1.88	0.04	2.37	2.36	5.58	1.85	3.09
Kansas	1.68	3.39	0.46	0.00	0.15	0.83	0.78	0.12	0.36	0.35
Kentucky	4.38	1.87	0.63	0.46	0.10	0.24	0.99	1.86	6.98	0.53
Louisiana	24.23	9.21	9.13	15.64	1.06	4.32	5.41	8.17	9.45	5.46
Maine	0.00	0.33	0.10	0.00	0.00	0.00	0.50	0.19	0.18	0.28
Maryland	3.34	5.13	2.06	16.12	3.06	3.45	4.16	2.27	0.84	2.49
Massachusetts	4.75	6.74	6.08	4.91	11.13	9.31	11.26	89.35	7.42	20.80
Michigan	0.03	0.19	0.51	0.00	0.14	0.35	0.86	0.44	0.00	0.00
Minnesota	4.76	1.90	2.65	1.07	8.68	0.44	3.19	0.79	2.99	0.46
Mississippi	0.12	0.57	0.00	0.00	0.00	0.00	0.28	0.05	1.08	0.01
Missouri	3.69	0.34	0.38	0.66	0.12	4.37	7.99	6.16	1.86	2.82
Montana	0.51	0.88	0.19	0.10	0.44	0.24	0.02	0.00	0.26	0.00
Nebraska	2.41	0.30	1.42	0.13	0.76	0.14	0.48	0.41	2.30	0.38
Nevada	1.30	0.95	0.62	0.41	2.11	1.01	0.13	0.17	2.96	1.84
New Hampshire	3.98	6.12	1.68	0.19	6.67	4.16	0.68	0.72	2.81	0.74
New Jersey	12.24	9.23	10.93	13.87	27.75	14.61	14.40	19.88	9.40	11.02
New Mexico	1.25	0.17	0.27	0.14	0.15	0.00	0.00	0.00	0.00	0.00
New York	33.34	15.93	19.17	31.64	42.11	28.67	41.76	25.59	29.66	38.49
North Carolina	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.02	8.51	10.30
North Dakota	0.04	0.16	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Ohio	7.02	2.87	3.49	13.28	16.71	8.52	5.19	3.74	5.28	4.79
Oklahoma	0.00	0.00	0.00	0.00	12.80	2.48	0.00	1.29	12.54	1.33
Oregon	0.10	0.03	0.04	0.00	0.00	0.00	0.46	0.91	0.26	0.45
Pennsylvania	10.18	13.35	27.33	22.75	29.91	19.77	8.31	13.06	13.04	15.83
Rhode Island	1.52	2.70	14.67	0.15	6.87	2.23	2.42	7.20	0.55	3.85
South Carolina	1.27	0.58	0.15	7.53	16.31	0.98	2.95	3.89	2.84	3.00
South Dakota	0.05	0.31	0.08	0.62	0.33	0.11	0.49	0.49	1.63	0.74
Tennessee	8.42	7.37	4.51	3.04	2.94	1.25	3.09	4.62	5.96	5.03
Texas	0.01	0.00	0.02	0.03	6.60	1.57	0.59	7.61	0.39	4.23
Utah	0.00	0.00	0.01	0.01	0.00	0.00	0.02	3.23	3.06	1.19
Vermont	0.00	0.00	0.00	0.00	0.07	0.00	0.54	0.31	0.38	3.51
Virginia	0.00	0.14	0.01	0.29	1.00	1.48	0.51	0.02	0.35	0.00
Washington	0.13	4.14	0.23	1.23	0.50	3.89	9.54	19.08	3.49	1.89
West Virginia	2.14	6.76	4.91	2.22	8.75	5.91	7.42	3.73	3.44	1.00
Wisconsin	0.72	0.79	1.69	1.86	4.25	3.03	1.90	6.52	5.32	1.28
Wyoming	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.06	0.21	0.32

FHWA Data File PR-37
Percentage Contracted Out

State	1979	1980	1981	1983	1984	1985	1986	1987	1988	1989
Alabama	3.1%	6.1%	8.6%	0.0%	19.5%	3.8%	7.3%	8.3%	1.9%	1.5%
Alaska	17.0%	18.2%	12.6%	2.8%	0.0%	10.3%	11.4%	13.8%	15.2%	18.7%
Arizona	53.7%	2.4%	68.6%	83.4%	43.5%	90.5%	51.0%	52.3%	70.5%	36.8%
Arkansas	55.4%	22.2%	0.0%	9.7%	6.6%	37.5%	88.8%	14.1%	5.8%	0.0%
California	0.6%	1.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%
Colorado	0.1%	0.9%	0.0%	0.6%	4.3%	0.0%	24.6%	19.2%	30.5%	28.2%
Connecticut	3.9%	76.2%	23.0%	72.4%	2.9%	11.8%	0.0%	27.0%	46.8%	23.7%
Delaware	57.7%	70.1%	44.8%	49.9%	59.1%	68.5%	45.3%	49.1%	45.5%	4.9%
Florida	22.4%	58.7%	30.5%	59.1%	63.9%	74.4%	51.4%	78.6%	83.4%	87.0%
Georgia	0.0%	0.0%	2.3%	4.8%	16.4%	45.7%	51.5%	24.3%	59.7%	34.3%
Hawaii	2.3%	40.5%	92.7%	90.2%	26.5%	29.6%	42.8%	36.4%	56.9%	45.7%
Idaho	43.7%	37.8%	24.9%	28.4%	45.1%	69.3%	48.2%	36.3%	13.5%	55.9%
Illinois	77.3%	78.4%	64.9%	78.5%	83.1%	71.7%	69.3%	83.3%	65.3%	83.8%
Indiana	37.3%	55.7%	59 9%	77.4%	74.0%	78.6%	84.3%	91.9%	88.9%	93.8%
Iowa	70.1%	47.8%	35.1%	25.0%	4.3%	66.8%	76.9%	86.1%	79.4%	87.8%
Kansas	18.1%	51.6%	23.5%	0.0%	5.0%	17.6%	10.5%	6.4%	9.1%	4.3%
Kentucky	27.5%	18.1%	7.3%	14.4%	0.6%	2.6%	6.3%	18.7%	42.9%	10.3%
Louisiana	99.8%	99.5%	99.8%	99.7%	100.0%	100.0%	78.3%	92.6%	94.5%	99.1%
Maine	0.0%	6.2%	5.6%	0.0%	0.0%	0.0%	10.5%	2.5%	1.6%	4.2%
Maryland	44.9%	60.5%	16.3%	77.5%	33.2%	35.1%	92.9%	92.3%	64.6%	60.4%
Massachusetts	64.4%	75.1%	60.2%	100.0%	96.5%	100.0%	92.8%	96.7%	28.2%	98.8%
Michigan	0.6%	3.3%	3.1%	0.0%	1.9%	4.6%	15.1%	10.7%	0.0%	0.0%
Minnesota	69.8%	50.1%	47.7%	14.3%	59.2%	14.1%	18.5%	61.7%	37.2%	31.5%
Mississippi	2.1%	36.3%	0.0%	0.0%	0.0%	0.0%	9.0%	8.2%	34.2%	2.2%
Missouri	15.9%	1.3%	4.5%	4.6%	1.4%	49.4%	90.0%	55.8%	67.9%	67.6%
Montana	13.6%	23.8%	7.7%	1.1%	6.5%	3.9%	0.3%	0.0%	2.1%	0.0%
Nebraska	63.1%	23.8%	32.4%	8.8%	40.9%	14.4%	44.9%	62.1%	70.1%	84.4%
Nevada	24.0%	21.7%	39.7%	13.4%	38.9%	20.6%	9.9%	9.8%	44.1%	49.5%
New Hampshire	62.9%	79.0%	54.9%	6.6%	129.0%	55.5%	11.6%	24.3%	51.0%	12.8%
New Jersey	59.6%	54.6%	60.3%	62.5%	65.8%	59.8%	65.8%	63.2%	66.8%	68.4%
New Mexico	44.6%	23.9%	22.5%	50.0%	78.9%	0.0%	0.0%		0.0%	0.0%
New York	64.0%	65.7%	59.5%	56.4%	59.3%	68.2%	76.1%	62.2%	69.3%	73.6%
North Carolina	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	57.2%	40.4%	50.5%
North Dakota	1.8%	6.6%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ohio	74.1%	49.7%	38.9%	75.8%	76.0%	76.3%	63.4%	58.2%	63.0%	45.7%
Oklahoma	0.0%	0.0%	0.0%		99.8%	100.0%		90.2%	98.5%	90.5%
Oregon	2.4%	0.6%	0.6%	0.0%	0.0%	0.0%	7.0%	7.7%	12.0%	14.3%
Pennsylvania	43.0%	45.3%	53.9%	68.0%	63.7%	68.2%	71.9%	74.9%	68.2%	79.2%
Rhode Island	58.9%	81.8%	90.7%	1.7%	84.1%	46.3%	65.6%	85.4%	91.7%	94.6%
South Carolina	27.3%	23.7%	11.8%	78.6%	79.4%	30.2%	63.9%	56.5%	62.0%	61.6%
South Dakota	2.6%	13.2%	12.1%	41.1%	26.0%	7.3%	39.5%	22.6%	58.8%	48.7%
Tennessee	53.5%	59.7%	25.3%	15.1%	20.3%	7.1%	24.9%	26.4%	36.1%	26.5%
Texas	0.1%	0.0%	0.2%	0.2%	7.2%	30.4%	5.5%	86.7%	32.0%	60.5%
Utah	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%	0.8%	53.5%	77.9%	32.0%
Vermont	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	9.4%	5.2%	11.0%	46.6%
Virginia	0.0%	1.8%	0.3%	2.7%	6.8%	11.7%	17.6%	0.3%	12.8%	
Washington	0.3%	15.5%	1.7%	1.8%	1.9%	23.4%	43.2%	46.0%	40.1%	4.6%
West Virginia	74.3%	75.4%	63.2%	29.0%	47.2%	45.3%	41.5%	31.7%	27.8%	15.9%
Wisconsin	9.0%	12.5%	11.8%	20.7%	20.1%	19.0%	4.9%	22.0%	27.4%	33.2%
Wyoming	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	30.0%	9.1%	12.0%

FHWA PR-37 File
State Averages Contracting Out

State	Overall Average	Average 79-82	Average 87-89	Change 82-89	Survey Response*
Alabama	6.0%	4.5%	3.9%	-0.6%	6.0%
Alaska	12.0%	12.7%	15.9%	3.2%	12.0%
Arizona	55.3%	52.0%	53.2%	1.2%	70.0%
Arkansas	24.0%	21.8%	6.6%	-15.2%	24.0%
California	0.2%	0.4%	0.0%	-0.4%	10.0%
Colorado	10.8%	0.4%	25.9%	25.5%	10.8%
Connecticut	28.8%	43.9%	32.5%	-11.4%	28.8%
Delaware	49.5%	55.6%	33.1%	-22.5%	49.5%
Florida	60.9%	42.7%	83.0%	40.3%	60.9%
Georgia	23.9%	1.8%	39.4%	37.7%	5.0%
Hawaii	46.4%	56.4%	46.3%	-10.1%	80.0%
Idaho	40.3%	33.7%	35.2%	1.5%	40.3%
Illinois	75.6%	74.8%	77.5%	2.7%	75.6%
Indiana	74.2%	57.5%	91.5%	34.0%	60.0%
Iowa	57.9%	44.5%	84.4%	39.9%	30.0%
Kansas	14.6%	23.3%	6.6%	-16.7%	50.0%
Kentucky	14.9%	16.8%	24.0%	7.1%	8.8%
Louisiana	96.3%	99.7%	95.4%	-4.3%	80.0%
Maine	3.1%	3.0%	2.8%	-0.2%	10.0%
Maryland	57.8%	49.8%	72.4%	22.6%	57.8%
Massachusetts	81.3%	74.9%	74.6%	-0.4%	60.0%
Michigan	3.9%	1.7%	3.6%	1.8%	40.0%
Minnesota	40.4%	45.5%	43.5%	-2.0%	25.0%
Mississippi	9.2%	9.6%	14.8%	5.2%	9.2%
Missouri	35.9%	6.6%	63.8%	57.2%	35.9%
Montana	5.9%	11.6%	0.7%	-10.8%	5.9%
Nebraska	44.5%	32.0%	72.2%	40.2%	10.0%
Nevada	27.2%	24.7%	34.5%	9.8%	27.2%
New Hampshire	48.8%	50.8%	29.4%	-21.5%	80.0%
New Jersey	62.7%	59.2%	66.1%	6.9%	80.0%
New Mexico	24.4%	35.3%	0.0%	-35.3%	10.0%
New York	65.4%	61.4%	68.4%	7.0%	65.4%
North Carolina	14.8%	0.0%	49.4%	49.4%	25.0%
North Dakota	0.9%	2.2%	0.0%	-2.2%	10.0%
Ohio	62.1%	59.6%	55.6%	-4.0%	62.1%
Oklahoma	59.9%	0.0%	93.1%	93.1%	59.9%
Oregon	4.5%	0.9%	11.3%	10.4%	4.5%
Pennsylvania	63.6%	52.5%	74.1%	21.6%	63.6%
Rhode Island	70.1%	58.3%	90.6%	32.3%	85.0%
South Carolina	49.5%	35.3%	60.0%	24.7%	20.0%
South Dakota	27.2%	17.3%	43.4%	26.1%	27.2%
Tennessee	29.5%	38.4%	29.7%	-8.7%	29.5%
Texas	22.3%	0.1%	59.7%	59.6%	22.3%
Utah	16.5%	0.3%	54.4%	54.1%	25.0%
Vermont	7.3%	0.0%	21.0%	21.0%	7.3%
Virginia	6.0%	1.2%	6.6%	5.4%	20.0%
Washington	17.8%	4.8%	30.2%	25.4%	17.8%
West Virginia	45.1%	60.5%	25.1%	-35.4%	45.1%
Wisconsin	18.1%	13.5%	27.5%	14.0%	40.0%
Wyoming	5.2%	0.0%	17.0%	17.0%	10.0%

**-All fifty states were contacted during March of 1991 for this study and thus represent 1990 contracting out values. States that indicated their overall contracting out was equivalent to PR-37 file data were unchanged. Values for contracting out as reported by states were tested to the 87-89 PCE data as it is felt the less exacting standard of calculating out volumes would not be accurate for periods prior to 1987.*

BEFORE THE

UNITED STATES HOUSE OF REPRESENTATIVES
SUBCOMMITTEE ON TRANSPORTATION
OF THE COMMITTEE ON APPROPRIATIONS

May 6, 1993
Washington, DC

Statement of the

AMERICAN TRUCKING ASSOCIATIONS, INC.

On

THE FISCAL YEAR 1994 BUDGETS OF THE DOT AND ICC

Thomas J. Donohue
President and Chief Executive Officer

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I. INTRODUCTION

The American Trucking Associations appreciates the opportunity to comment on the Fiscal Year 1994 budgets of the Department of Transportation and the Interstate Commerce Commission as they relate to motor carriers.

A. ATA Represents the Trucking Industry

The American Trucking Associations (ATA) is the national trade association of the trucking industry. ATA's membership includes more than 4,000 carriers and suppliers of all sizes and types. ATA is the national federation of the trucking industry with affiliated associations in every state, and the District of Columbia, and 10 national affiliates. In aggregate, ATA represents every type and class of motor carrier in the country and, with federation membership, we represent over 30,000 trucking companies.

B. The Trucking Industry Delivers America

Trucking is the nation's largest freight transportation mode. The trucking industry employs 7.6 million people-- more than the populations of 42 of the 50 United States. We have gross freight revenues equal to 5% of the gross domestic product-- a total of $278 billion per year. Trucks haul 77% of all manufactured goods and transport 42% of the total tonnage shipped by all modes - 2.7 billion tons of freight annually.

C. Safety is Our Driving Concern

The trucking industry has been a strong supporter of efforts to improve highway safety, such as the Commercial Drivers License and drug testing of drivers. We have fully supported-- and we appreciate-- efforts of this Committee to fund safety initiatives, such as the Motor Carrier Safety Assistance Program, which pays for state inspectors. We also fully support your funding of research efforts to get to the root causes of highway safety issues.

While we need to do more, we are proud that for the ten year period ending in 1991, the fatal accident rate for commercial trucks was down 40%, even though travel actually increased by 38.7%. In 1991, more people died from falling in their own home than died in accidents involving commercial trucks.

D. We Pay Our Fair Share of Taxes

In addition to paying income and payroll taxes, like other businesses, trucking companies pay a huge amount of user fees to build and maintain our highway system. In 1991, commercial trucks made up only 8% of all registered vehicles, yet paid $19.6 billion in federal and state highway taxes. This is 37% of the total taxes paid by all motor vehicles. In 1991, commercial trucks paid more than half of the money received by the Federal Highway Trust Fund.

E. Why We Care About the Appropriations Process

This Committee is in a position to ensure that funds are used to improve productivity and safety by guaranteeing that US DOT and the ICC make wise investments when it comes to spending money, changing regulations, doing research and managing programs. This Committee must ensure a level playing field across the various transportation modes and that one mode is not subsidizing another.

II. U.S. DEPARTMENT OF TRANSPORTATION

A. Federal Highway Administration

1. *We Support the FHWA's Major Programs Levels*

ATA believes that the Administration has been responsive to the needs of highway safety and productivity by proposing spending levels for major FHWA programs at or near ISTEA authorization levels for FY 1994.

Specifically, the 1994 program level estimates for the National Highway System is $3.56 billion, the Surface Transportation Program is $4.05 billion, the Bridge Program is $2.73 billion, and motor carrier safety grants are $65 million.

We strongly urge this Committee to maintain these levels as you review competing priorities.

2. *More Spending Needed on Driver/Vehicle/Highway System Research*

In 1994, the Department of Transportation is proposing to spend only $8.85 million on truck-related research. While this is more than last year, it is too small to meet the nation's needs to improve safety and productivity.

Considering first, that in 1994 the Federal Railroad Administration proposes to spend $18 million on basic railroad research and $135 million on high-speed rail development, and second, that railroads transport freight that is worth merely 11% of the value of freight transported by truck, it is clear that freight transportation research priorities need to be adjusted.

The following truck-related research projects regarding the system of the *driver, the vehicle and the highway* are essential:

- Driver Research. Congress has been supportive of FHWA efforts to gain a greater understanding of the various factors that contribute to safe truck driver performance. The Committee should build on current research efforts by investing in projects that offer high potential safety breakthroughs. These projects include development of continual fitness-for-duty monitors for truck drivers and basic research on the relationship between loading and unloading freight and driver fatigue.

- Vehicle Research. Significant vehicle safety benefits are likely to be found in increasing numbers of vehicle inspections and in demonstrations of improved vehicle safety technology. Inspection costs can be decreased and inspector productivity improved through automated inspection procedures. Demonstration of improved technology -- such as brake-by-wire -- will speed the introduction of new technology into fleets.

- Highway Research. The Long Term Pavement Performance (LTPP) program, now under the supervision of the FHWA, is a 20 year research program that will develop better methods of pavement design and highway construction. We urge the Committee to continue to support this vital research effort.

  The Strategic Highway Research Program (SHRP) is complete after a five year, $150 million effort. Implementation of SHRP research is critical. We urge this Committee to support FHWA's efforts to help implement the many products developed from the research through appropriate funding support.

- Improved Data. The Center for National Truck Statistics at the University of Michigan Transportation Research Institute compiles federal and state data into the single best statistical source of all fatal accidents involving large trucks (TIFA - *Trucks Involved in Fatal Accident*). A 50-50 distribution of private and public funding normally supports this survey. FHWA plans to carry on its funding of TIFA in

FY 94, but a contribution of $75,000 from NHTSA is needed to assure continuation of data flow.

3. *More Money Needed for Truck Safety Education*

FHWA needs to help small companies in the motor carrier industry comply with new safety and hazardous material regulations. Recently, there have been extensive changes in driver qualifications, vehicle inspection, and hazardous materials regulations. It is not enough for FHWA to publish the rules and then have its next contact with the motor carrier be an audit that results in fines.

We urge the Committee to provide funding and direct FHWA to work with industry to provide free town meetings on safety compliance for smaller carriers. Overview material, reference matter and "how to" compliance publications should be provided before a person attends the town meeting to ensure the most productive exchange.

4. *Comprehensive Strategy Needed for IVHS*

FHWA is requesting $101 million for research and development of intelligent vehicle/highway systems (IVHS). An additional $113 million is available from the Federal-aid Highways Program.

We are concerned that FHWA funding for IVHS Commercial Vehicle Operations (IVHS-CVO) may be getting well ahead of the technological, institutional and legal constraints involved in developing practical IVHS solutions which will benefit carriers, shippers, government agencies and the general public.

FHWA recently submitted a draft general plan for CVO Services to the IVHS America CVO Committee for review and comment. The plan calls for developing and deploying over the next five years, a nationwide system for automatic (electronic) verification of truck safety, including driver monitoring, electronic credential monitoring and compliance, electronic size and weight verification at highway speeds, electronic placarding of hazardous materials, pre-clearance for cross boarder trucking and improved fleet management for carriers.

Substantial FHWA research funding has been provided for electronic credential monitoring over the past eight years. Yet today, as the multi-state Heavy Vehicle Electronic License Plate (HELP) research project is drawing to a close, no clear data or practical benefit information has been developed to provide the kind of free flow truck travel and electronic tax collection proposed in the FHWA plan.

FHWA needs to lay out a multi-year program of research focused on development and testing of IVHS technologies with near-term payoffs (in terms of reductions in traffic congestion and related air pollution and improvements in highway safety) and promise for market acceptance. No additional systems should be deployed until FHWA has set standards for compatibility of systems and until FHWA has completed its study of state and local institutional barriers to IVHS implementation.

B. Research and Special Programs Administration

We Support RSPA's Proposal

The President's budget proposes a program level of $59 million. We believe that this level of funding is fully warranted because RSPA has a number of important new regulatory responsibilities under recently enacted statutes.

Included in the budget level is $12.6 million dollars for hazardous materials safety. RSPA is also proposing to continue its industry and government program of Cooperative Hazardous Materials Enforcement Development. We strongly support both of these programs because they improve the safe transportation of hazardous materials.

C. Federal Railroad Administration

1. *Improve Railroad Safety Through Higher User Fees*

We support all transportation modes paying all the costs of safety regulation. This is what happens in the highway safety arena. FRA has the legal authority to recover all of its safety costs from the rail industry, but has chosen not to recover the costs of administrative and policy support for safety activities that are included under the Office of the Administrator.

We urge the Committee to require this additional cost recovery to free-up funds for other priorities of the Committee.

2. *We Oppose Federal Subsidies for Amtrak, Including Dedicating a Gas Tax Penny*

The Administration proposes to make $633 million available from the General Fund for Amtrak including $165 million for capital costs. In recent years, Amtrak has always received more in the Appropriations Bill than the Administration requested. We urge the Committee to consider carefully the appropriate funding level for AMTRAK, given the severe constraints of the Budget Resolution.

Amtrak is also seeking legislation that would dedicate a penny of the federal fuels tax for its exclusive use. To the extent that the Federal government provides any funds for Amtrak, those funds should come from the General Fund and be subject to the normal appropriations process. Requiring highway users to directly subsidize rails makes as little sense from an equity standpoint as having highway users subsidize airline travel.

3. *We Oppose Double Funding of Operation Lifesaver*

Under the Railroad Research and Development account, FRA proposes to provide funds to the Operation Lifesaver program (the railroad's program to reduce their liability in grade crossing accidents). The Committee should be aware that FHWA is required under 23 U.S.C. 104(d) to spend $300,000 of Highway Trust Fund money each year on Operation Lifesaver because of the amendments made by ISTEA. Funding this program from two accounts is unnecessary.

Grade-crossing safety improvements should be required to compete for funding in the same manner as all other highway and intermodal safety projects.

4. *We Oppose Funding the High-Speed Ground Transportation Program From The Highway Trust Fund.*

The proposed funding level for the FRA High-Speed Ground Transportation Program is a 2800% increase over 1993 (from $5 million to $140 million). Fully 75% of these funds are planned to be diverted from the Highway Trust Fund ($105 million). We do not believe that technology has improved so dramatically over the last year to justify this magnitude of increased funding level.

We especially oppose the use of Highway Trust Funds for this purpose. It is a clear diversion of a critical resource needed for preserving the highways and bridges of this nation and amounts to one mode cross-subsidizing another mode.

We strongly urge the Committee to reduce the proposed funding levels and ensure funds are provided the appropriate sources.

D. Federal Transit Administration

We Urge a Level Playing Field For Transfer

ISTEA provides that federal transit funds can be transferred for highway purposes only if the matching funds that are used for the eventual highway project were eligible to be used for transit projects. There is no such requirement on the transfer of highway funds.

We urge the Committee to enact a general provision that deletes this requirement and creates a level playing field for transfers.

E. National Highway Traffic Safety Administration

1. *We Support NHTSA's Research and Methods*

NHTSA conducts joint research efforts with the private sector through organizations such as the Society of Automotive Engineers. Such cooperative work helps focus joint funding on an issue and enables all involved to learn together about the project and the testing results. ATA is involved with such NHTSA projects in the important areas of truck crashworthiness and the development of methods to test truck tires.

NHTSA also conducts tests of vehicle systems in fleets to determine how concepts such as antilock braking endure in actual service. Again, we support such work. As we gain more experience in such programs, we are learning that they must be long term (at least five years) in order to truly reflect how new systems will function in the "real world."

2. *More Emphasis is Needed to Establish Baselines for Maintainability, Durability, and Reliability.*

NHTSA must focus on the ability to maintain the components that are required by its regulations. In the hostile environment in which trucks operate, a regulation that imposes difficult maintenance procedures will create new problems. NHTSA needs to promote: indicators on components to highlight maintenance problems; identification systems on parts to ensure that the replacement part is the right one and replacement is done at the right time; and easy access so that parts can be inspected.

NHTSA must promote standards to ensure that components that are required by its regulations are durable. For example, the Environmental Protection Agency's regulations on emissions from new engine exhausts include a durability factor. Each manufacturer is required to certify that, with the maintenance specified, its engine will meet the standards for 290,000 miles. NHTSA must begin to adopt a similar approach for its rules.

Durable components alone are not enough. Something that lasts 290,000 miles is unacceptable if it has to be serviced frequently. Therefore, reliability is also an important factor.

To define durability and reliability, NHTSA needs to study factors such as total vehicle life, yearly use, and the type of service provided. A truck that lasts five years does not need wheels that last 50 years. Also, 100,000 miles of highway service is vastly different from 40,000 miles of on/off road use.

NHTSA must give emphasis to maintainability, durability and reliability or new complex safety systems simply will not be successful in the nation's truck fleets.

By legislation, the Federal Motor Vehicle Safety Standards (FMVSS) are issued by NHTSA and apply to the manufacturers and their new products. They define, as a minimum, how good a part or system must be when it is new.

Also by legislation, the Federal Motor Carrier Safety Regulations (FMCSR) are issued by the FHWA, Office of Motor Carriers (FHWA/OMC) and apply to motor carriers and the vehicles they use in interstate commerce.

The relationship between the rules just noted should be as follows: The FMVSS is a ceiling defining how good a device is when new and how long it should retain its new attributes, while the FMCSR is a floor, establishing the threshold of conditions requiring repair. Because such a relationship does not currently exist, we recommend that the FHWA/OMC and NHTSA be required to work together to write both the FMCSRs and FMVSS. In the future these rules should be coordinated according to the floor/ceiling concept and, as already noted, the FMVSS should also address durability, reliability and maintainability.

F. Bureau of Transportation Statistics

Funding Should Come From All Modes

The ISTEA established a Bureau of Transportation Statistics and funded it solely with funds from the Highway Trust Fund. Since the Bureau is responsible for gathering statistics on all modes of transportation, we urge the Committee to ensure all modes contribute to its funding effort through appropriate Trust Fund contributions.

G. Intermodalism

1. *The National Commission on Intermodal Transportation*

A key part of the ISTEA legislation is "I" of intermodalism. Congress can renew its commitment to this part of the act by funding the National Commission on Intermodal Transportation. This eleven member group, of which ATA is a part, will make an important contribution to fostering the spirit of ISTEA though its investigation of the domestic and international aspects of intermodal transportation and by recommending policies to help the Nation achieve an efficient intermodal transportation system. At this point all eleven members have been appointed. There is some discussion about expanding the Commission to allow the current Administration to make appointments.

We support that effort as well as the need to extend the statutory deadline for the Commission's report to Congress and to provide funding to the Commission's efforts.

2. *Conduct a study of detention*

Congestion is a tax on motor carrier efficiency. This is particularly true of the effect of congestion on intermodal efficiency. The very nature of intermodal transportation requires smooth and efficient transfer of containers between the various means of transportation. Drayage carriers are key to this effort.

The Transportation Research Board released a report earlier this year on bulk cargo ports. The report concludes that the efficiency of the U.S. intermodal transportation system could be threatened by bottlenecks in the system serving ports. Further, for many seaports, the weakest link in the logistics chain is at their "back door," where road linkages to marine terminals cause delays and increases in cost. Half of all ports and nearly two-thirds of general cargo ports face growing congestion on major truck routes. Such congestion increases transportation costs and vehicle emissions that degrade air quality.

The linkage between congestion, trucks and ports was recognized by the Federal Maritime Commission when it promulgated CFR part 530, *Truck Detention at Port of New York*. Part 530 was put into effect by the Federal Maritime Commission to establish a system to reduce truck congestion at the Port of New York, with disputes concerning claims for penalties to be settled by an adjudicator selected by the Commission.

On February 17, 1993, the Commission ruled that current conditions at the Port of New York may no longer warrant these provisions and suspended the rule.

ATA and the ATA Intermodal Council believe that the Transportation Research Board findings are correct and that congestion is a serious problem at our Nation's ports. Further, we believe that detention rules are one strategy for mitigating the economic consequences of congestion. We therefore ask the Committee to appropriate funds for the Office of Intermodalism to conduct a study of the issues surrounding the Federal Maritime Commission decision to suspend detention. We would hope that both the study would be done promptly and that the Federal Maritime Commission would act after the study is complete. We also believe that conducting such a study will further the development of the Office of Intermodalism by engaging it in this critical issue.

III. INTERSTATE COMMERCE COMMISSION

Provide Adequate Staffing and Funding Levels

As long as the agency continues to exist, it must be given sufficient staffing to perform both its statutory and administrative functions. These include insurance filing, investigations of illegal broker operations, handling of name changes, maintenance of the ICC's weekly fuel index, carrier reporting requirements (relied on by Congress as well as the banking, insurance and other industries to judge how well the trucking industry is doing), and disposition of proceedings before it.

Until a legislative solution to the undercharge crisis has been enacted by Congress, the ICC can expect an ever increasing number of shipper petitions seeking resolution of unreasonable rate complaints against bankrupt carriers. The Commission must have the staff and other resources to handle these complaints in a timely manner.

Further, Congress should provide the ICC sufficient funding to modernize it tariff filing system. For the immediate future, that means sufficient funding to perform imaging of existing tariffs. We understand this transfer would require at least $750,000 in funding. In the long run, it means providing the agency with funding to implement an Electronic Tariff filing System.

ATA asks that the Committee look into this matter closely and make a determination to provide the Commission the staff and other resources it needs to continue to perform its many remaining functions.

IV. CONCLUSION

ATA urges Congress to provide the Department of Transportation and the Interstate Commerce Commission with appropriations adequate to enable them to fulfill their mandated responsibilities in an efficient, reasonable and expeditious manner.

FHWA must promote better highway research programs. Highway operations need to be safer and highways must be built and designed better. A comprehensive strategy is needed for IVHS. Safety promotion must receive greater emphasis.

- We support the RSPA program as proposed, but believe that there are significant opportunities to save money in the FRA program. We are very concerned about the potential diversion of highway money to high-speed rail programs. We are concerned about the lack of a level playing field in the federal transit program. NHTSA needs to give more attention to the maintainability, durability and reliability of the components and systems it requires. We urge full funding of the Bureau of Statistics, with all modes sharing in the cost.

Thank you for the opportunity to provide our comments.

NCOA

Non Commissioned Officers Association of the United States of America

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STATEMENT OF

SERGEANT MAJOR MICHAEL F. OUELLETTE, USA, (RET.)

DEPUTY DIRECTOR FOR LEGISLATIVE AFFAIRS

SUBMITTED TO

SUBCOMMITTEE ON TRANSPORTATION

COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

FIRST SESSION, 103D CONGRESS

ON

U.S. COAST GUARD APPROPRIATIONS FOR FY 1994

MAY 6, 1993

Mr. Chairman: I am retired U. S. Army Sergeant Major Michael F. Ouellette, Deputy Director of Legislative Affairs for the Non Commissioned Officers Association of the United States of America (NCOA). The Association is a congressionally-chartered organization with a membership in excess of 160,000 active duty and veteran noncommissioned and petty officers serving in every component of the five Armed Forces of the United States; Army, Marine Corps, Navy, Air Force, and Coast Guard. NCOA appreciates the opportunity to address this distinguished Subcommittee on behalf of the men and women of the United States Coast Guard.

As in past years, NCOA congratulates the uniformed members of the Coast Guard for their many contributions to the Persian Gulf victory and the successful accomplishment of their many mission responsibilities during 1992 and 1993. The Coast Guard continues to perform above all expectations in their every day battles involving Drug Interdiction, Search and Rescue, Marine Environmental Protection, Law and Treaty Enforcement, Ice Operations, Navigational Aids, Marine Safety, and Defense Readiness. It is obvious to NCOA that the Congress has recognized the all-important role of the Coast Guard through their past efforts to increase manpower and funding authorizations. It is hoped that these few words of recognition and support, coupled with this Association's historical advocacy for quality-of-life improvements, will serve as a salute to the U.S. Coast Guard's dedicated commitment to the American people and the Nation.

PERSONAL SALUTE

NCOA continues to express its appreciation to Admiral J. William Kime, Commandant of the Coast Guard, and Master Chief Petty Officer of the Coast Guard Jay Lloyd for their outstanding efforts on behalf of Coast Guard personnel. The Commandant has continually identified PEOPLE as the first basic theme to his Strategic Agenda. In the same light, NCOA has consistently identified people programs as being of utmost importance to the continued high-level performance and morale of Coast Guard personnel. Even though the "vision" and budget of the new Administration and, of course, the recent actions of both the Senate and House Budget Committees to forsake active duty and military retirees in favor of budget deficit reduction initiatives, NCOA will continue to identify quality-of-life program improvements as being the key to the future effectiveness of the U.S. Coast Guard. It is also evident from the contents of the Fiscal Year 1994 Coast Guard Budget Request that the need to appropriate funds for personnel programs is of critical importance to the success of future operations.

COMMANDANT'S REQUEST

In his FY 1993 Budget Request, the Commandant asked Congress for support of two major personnel objectives: 1)-to assist in finding the people to meet recruiting and retention targets, and 2)-provide improvements in housing, health care, family services, and the full spectrum of personnel support measures. In his FY 1994 Budget Request, the Commandant has emphasized the need to provide for Cost-of-Living Adjustments (COLA), increased health care funding, work-life initiatives, quality-of-life construction projects, Reserve training, retired pay and survivor benefits compensation. The Commandant is sending a clear signal to Congress that his personnel and related support program appropriations requests are the key ingredients to the Coast Guard's ability to fulfill their difficult mission requirements and meet the necessary recruiting and retention objectives.

NCOA POSITION

NCOA is in complete agreement with the Commandant's request. This Association has historically appeared before this distinguished Subcommittee to speak for the enlisted men and women of the U.S. Coast Guard; however, the opportunity to appear in opposition to the efforts of the Clinton Administration and the Senate and House Budget Committees holds unprecedented importance. NCOA has advocated improvements in people programs for years. Improvements in housing, medical care, family services, etc., have been identified as having a significant positive impact on recruiting and retention. With the increased number of Coast Guard personnel authorizations and the constant increase in mission requirements, the need has never been greater. Yet in FY 1994 the men and women of the Coast Guard are faced with even more challenges that come in the forms of tax increases, pay and allowance freezes, COLA reductions, inversion of retired pay, reduced survivor benefits, base closure effect on USCG retirees and their families, possible loss of commissary benefits, and increased rent/lease costs that are being sold as "sacrifices" in support of budget deficit reduction. NCOA notes that U.S. Coast Guard personnel would be among the first to sacrifice to the national cause, but not to the extent of assuming what appears to be the sole responsibility in support of the reduction of the national debt.

NCOA fully understands that it need not convince the Subcommittee that the men and women of the Coast Guard perform some of the most arduous duties in the Armed Forces. They continually face daily life-or-death situations with heroism that the majority of Americans simply expect or take for granted. For whatever reason Coast Guard personnel choose to serve their Country in such a capacity, NCOA is quick to point-out that these men and women should expect nothing less than fair and equitable compensation for their efforts and confidence that the Congress will ensure that decisions will be made that are in their best interests and that their families will be protected in their absence. This is the basic responsibility of the Administration and the Congress. Failure to live-up to that responsibility by not limiting the amount of "sacrifice" being levied on military members will most certainly result in a degradation in retention and recruitment capabilities. Simply put, Coast Guard men and women will no longer be able to afford to serve their Country. The sacrifices will be too great.

CONCERNS AND RECOMMENDATIONS

The following is a list of NCOA supported personnel and quality-of-life issues with a brief description of the Association's concerns and recommendations for the consideration of the Subcommittee. As the Subcommittee considers these recommendations we urge that you do so in the context that Coast Guard members will sacrifice just like all Americans. They will pay increased taxes and suffer reduced services just like every citizen. They should not be made to sacrifice most just because they serve in the armed forces.

o ***Active Duty Pay and Allowance Freeze:*** This action equates to sacrifice number two for Coast Guard members especially when their pay comparability is reportedly 11 to 12 percent below that of their civilian counterparts. The simultaneous freeze on allowances is still another sacrifice in that Coast Guard renters will not be compensated for higher rents or lease agreements passed on by landlords attempting to compensate for higher tax outlays. NCOA recommends that Coast Guard personnel be authorized some type of income upgrade during FY 1994, perhaps in the form a reduced pay increase/COLA.

o ***COLA Reductions for Coast Guard Retirees:*** The FY 1994 Budget Resolution contains a major change to the military retirement system. It imposes a permanent half-COLA in 1994 on all military retirees under age 62, with a $400 cap without grandfathering all who are currently on active duty or already retired. The enlisted Coast Guard retiree community will be particularly hard hit by this highly discriminatory COLA provision in that the majority of the under age 62 retirees are enlisted personnel. For instance, should a Coast Guard Chief Petty Officer (E7) retire during 1993 at the age of 40 following 22 years of service, he or she will have forfeited $115, 289.43 in retired pay by age 62. This calculation is made based on 100% COLA being equal to the assumed inflation rate of 4 percent. That is a sacrifice beyond every expectation. The situation compounds itself because it will degrade the retired pay base amount on which the amount of survivor benefits are paid under The Survivor Benefit Plan (SBP) and it inverts the relationship between active duty and retired pay. NCOA recommends that military retirees, regardless of age, receive full COLA or at a minimum, active duty personnel receive a COLA equal to the under age 62 retiree.

o ***Possible Loss of the Commissary Subsidy:*** Although no precise action has been taken to reduce or eliminate the Federal Government's commissary subsidy, there appears to be some indication that it is a possibility. Should it happen, Coast Guard members will realize the loss of the number two non-pay benefit enjoyed by servicemembers. Subsidy withdrawal would result in commissary prices being forced upward to the point where no significant savings would be realized by the active or retired Coast Guard member. The non-availability of commissaries to Coast Guard members would be devastating to their quality-of-life and NCOA recommends this Subcommittee fight to preserve this benefit for the members of the U.S. Coast Guard. Loss of the benefit would be yet another sacrifice.

o ***Effects of Base Closures on USCG Retirees:*** Many Coast Guard retirees made a decision at the time of or subsequent to their retirement to settle in an area of a military installation where health care, exchange, and commissary facilities were available. The large number of recently announced base closures have left Coast Guard retirees and their families without any alternatives. Many of these retirees now report that they are unable to obtain supplemental insurance coverage due to pre-existing medical conditions. NCOA recommends that this Subcommittee support any effort of Congress to ensure that at a minimum a health care delivery alternative is in place at the time a military base is closed.

o *100 Percent CHAMPUS Coverage:* Due to the fact that members of the Coast Guard are involuntarily assigned with their families to remote areas where military treatment facilities are not available, NCOA recommends that 100% CHAMPUS coverage be provided with no yearly deductible or cost-sharing requirement.

o *CONUS COLA:* NCOA recommends that CONUS COLA be provided to Coast Guard personnel to offset the increased cost of living expenses associated with being stationed in high-cost tourist areas such as Nantucket Island or Martha's Vineyard Island.

o *Retention on Active Duty of Enlisted Members within 2 Years of eligibility for Retirement:* Although the FY 1993 Defense Authorization Bill (PL 102-484) contained provisions that provided an 18-year "safety net" to enlisted personnel equal to the provisions in law pertaining to officer personnel, there is some confusion whether current law protects the enlisted Coast Guard member. NCOA recommends that this Subcommittee insure that the enlisted Coast Guard member is provided equal protection under law as are members of the other military services.

o *Waive Increased Deductibles During Year of Promotion to E-5:* Coast guard members with families pay reduced CHAMPUS deductibles of $50 for an individual and $100 for a family. E-5 and above pay $150 and $300 respectively. NCOA recommends that the higher deductible be waived during the fiscal year of promotion to E-5 since it is currently considered to be a penalty for promotion.

CONCLUSION

Even though the Cold War is over and it has become obvious to this Association that the current Administration as well as some Members of Congress have lost the enthusiasm for the care and feeding of American Fighting men and women, the U. S. Coast Guard has become a necessary part of the American way of life. The Coast Guard is critical to life safety and law enforcement in this Country. It is therefore imperative that the quality of the force be maintained through effective recruiting and retention programs. In these times of tax increases, pay and allowance freezes and other loss of benefits, Coast Guard members may simply not be financially able to serve their Country. The loss of benefits being experienced by the retiree community could very well signal the need to look elsewhere to provide for one's future. The members of this subcommittee are cautioned that patriotism is the key to retention; however, the inability to provide for the health and welfare of one's family will very rapidly diminish the enthusiasm for military service. Members of the U. S. Coast Guard must be protected.

Thank You

DR. VICTOR MESKILL
PRESIDENT
DOWLING COLLEGE, OAKDALE, NY

CONGRESSIONAL TESTIMONY SUBMITTED TO THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

May 12, 1993

Mr. Chairman and Members of the Subcommittee, thank you for the opportunity to submit the following testimony on behalf of Dowling College's continuing effort in establishing the National Aviation and Transportation (NAT) Center.

Since its founding in 1955 as Suffolk County, New York's first four year college, Dowling College has been successful because it has been more than an educational institution. From the beginning, the College established itself as part of the community. The Board of Trustees, administration, faculty and students recognized that education involved not only classroom activity and study but also work, play, and participation in their community. They committed themselves to providing educational programs with a strong liberal arts foundation in order to develop each student's ability to think critically and to integrate all of life's experiences.

The plan for Dowling College in the twenty-first century maximizes the strengths of present individuals, organizations, and governance mechanisms; and utilizes the concept of building upon existing strengths and furthering our uniqueness. Dowling College has continually progressed and, in fact, has developed a unique distinction and prominence in higher education, particularly in the area of aviation and transportation sciences.

During the last ten years, Dowling College has been through the most dynamic growth period in its history. The Dowling College curriculum has been continually refined, strengthened, and expanded, but always in keeping with College's educational philosophy. Developing new curricula and programs to meet the ever-changing human resource needs of our society is an exciting challenge.

Dowling's presence has made it possible for thousands to attain their personal and career goals. For the past twenty-five years, it has been a policy of Dowling College to emphasize aviation educational opportunities. New frontiers and challenges are now before us. With the same vision, boldness and drive, we are establishing The National Aviation and Transportation (NAT) Center, a multi-disciplinary, intermodal transportation, educational campus at Brookhaven Calabro Airport on Long Island, New York.

The NAT Center will provide leadership for producing generations of transportation specialists. These specialists will support pace-setting research in a host of fields and monitor the future of the nation with regard to aviation and intermodal transportation studies, and the education of critically needed professionals. The NAT Center will serve the culturally diverse 55 million population of the Northeast corridor and throughout the nation.

The federal government's partnership that was initiated two years ago remains vital to the College's undertaking of this major project. By the year 2005, the NAT Center will provide facilities for 3,000 students and will have created over 1600 jobs.

Dowling College is undertaking Phase I of a national campaign to raise funding from a number of sources for the establishment of The NAT Center. The investment of federal, state, local and private funds will enable Dowling College, using Long Island, with its diverse land, sea, rail and air needs, to create an intermodal laboratory for the entire Nation. As a pioneer and innovator in intermodal transportation education, The NAT Center is planned to be an educational model to advance the National Transportation Policy.

With the continued assistance of the federal government, Dowling College, with the funds provided to date, has embarked on an exciting plan to create the environment and space necessary for The NAT Center to function as a national model and pioneer in transportation research and education. The NAT Center will enhance and expand the School of Aviation and Transportation programs by providing state-of-the-art instructional facilities -- all in an effort to provide a flagship center for the nation focused on intermodal transportation. Dowling's aviation/transportation enrollment will grow from its current level of 350 to 3,000 culturally diverse students (2,200 residential:800 commuter).

BUILDING FOR THE FUTURE
THE NATIONAL AVIATION AND TRANSPORTATION CENTER

At completion of the year 2005, The NAT Center will include the following academic and research activity centers:

LEARNING RESOURCES CENTER COLLECTION OF EXCELLENCE:

The Learning Center will provide an unequaled repository of transportation information and research, including FAA and NASA Teacher Education Resource Centers to be used by industry, students, and the public. Librarians will help students and faculty identify and locate pertinent information and can conduct bibliographic searches using state-of-the-art electronic information management databases. As a distance learning facility, utilizing satellite transmission and fiber optic super highways, the intellectual capital of The NAT Center will be shared with community colleges, magnet high schools, military installations, and colleges and universities with whom we have established articulation programs.

COOPERATIVE EDUCATION AND INTERNSHIP (CONTEXTUAL LEARNING) CENTER:

Among the priority foci of the cnter is the identification of the separated military whose experience in the military is applicable to new careers in transportation. Those individuals identified in the military will be given degree credit toward their Bachelors and/or Masters degree(s). This priority extends to displaced workers, particularly those from the lagging defense industry, as well. The Center has already begun a retraining program for displaced engineers. These professionals, through expanded internship and cooperative programs with industry throughout the Northeast corridor, can begin job placements while attending The NAT Center.

CONFERENCE AND CONTINUING EDUCATION CENTER:

The Conference Center will provide a nationwide opportunity to exchange views and information on transportation issues for government, industry, and educational leaders. It will also provide a center for the intermodal transportation professionals to enhance and upgrade their skills as well as for the re-training of displaced workers.

Furthermore, it is estimated that the average person will change careers at least six times. Since most people can only prepare for a new career after work, The NAT Center will offer expanded opportunities for career change and advancement through the application of distance learning techniques.

RESEARCH INCUBATOR INSTITUTE:

An institute for advancing promising new transportation technologies, solutions and expertise with direct application to the needs of government and industry is a major focus of The NAT Center. The Institute will improve and enhance intermodal functioning through its partnership of real world associations. To ensure the widest possible impact, we will share our findings through networks to a broad audience working to collaborate with local, state and national groups.

CULTURAL AND LANGUAGE CENTER:

Without question, the United States must position itself more competitively in the global marketplace now and in the future. The global nature of transportation and the delivery of products and services on time, safely and cost effectively, requires a comprehensive understanding of how business is conducted throughout the world. Understanding the language and the culture of a country or a region becomes essential. The NAT Center's Cultural and Language Center is committed to prepare transportation students to be able to successfully interface with their professional counterparts in distant countries.

Furthermore, in order for our country's businesses to become more successful in conducting their business abroad, the Cultural and Language Center is planning to initiate a number of accelerated programs of a short duration that will prepare executives for the country or region they are planning to approach. An understanding of business practices, politics, culture and language will provide the executive with the confidence they need to be effective.

SIMULATION CENTER:

The Simulation Center is a major component designed to provide risk-free training using state-of-the-art computer technology. The Center will provide theoretical analysis, research evidence, and prototypes that can initiate the restructuring of intermodal educational goals and methods. It will focus on simulation models for all modes of transportation. The Simulation Center will additionally focus on and serve children in grades K-12 and teachers by featuring a Challenger Learning Center. This Center will provide a hands-on learning experience by using interactive simulators in a mission control setting.

To share with you the extent of our programs and curricular planning, components of the Simulation Center are outlined below:

A. The Challenger Center

Based on the reputation of Dowling College's aeronautics and education programs, we have received designation as a Challenger Learning Center from the Challenger Center for Space Science Education. Specifically geared for the K-12 student, the Center creates a stimulating environment for both students and teachers to learn and discover more about science, math and technology.

B. Traffic Control Laboratory

Dowling has plans for an expansive use of computer simulators to include all modes of transportation. This includes, for example, an integration and linkage of air traffic control and flight simulation with on-line weather information from a student in the Meteorology lab. Thus, from an educational perspective, plans include the focus on the functional and cognitive fidelity of a simulation environment that brings to the student the best possible real-time simulation experience.

C. Transportation Safety Laboratory

The Transportation Safety Laboratory is designed for long term continuing research in specific areas of related technology. Among the areas of research included are: the failure of aircraft, vehicles, and facilities; planning and design of craft and facilities; airport capacity enhancement techniques; human performance in the transportation environment; improving safety and security; and other issues pertinent to developing and maintaining a safe and efficient transportation system.

The controlled environment of the laboratory permits students to conduct experiments under the watchful eye of trained scientists. Using a systems approach, students are able to analyze theories, techniques and methodologies to enhance the safe and efficient movement of people and cargo in an intermodal environment. The use of modeling is employed to solve practical problems involving the optimal use of limited resources in varied configurations.

D. Structures and General Purpose Laboratory

Research on the structure of matter and the properties of materials has provided the key foundations for new industries which in turn have changed the nature of society. Basic scientific research and the associated development of talent are two agents of progress. The Structures and General Purpose laboratory is a facility wherein students will gain advanced knowledge in physics, chemistry, biotechnology to spawn innovations in environmental science and technology. Experiments and simulations to solve intermodal transportation problems will be employed extensively as will distance learning so that the Center's expertise can be shared. Present planning includes the development of a new wind tunnel to apply principles of aerodynamics to air, ground, and maritime vehicles. Lighter fabrication materials will be evaluated for their application to the various modalities. Experiments will be conducted to support anticipated intermodal transportation academic programs.

E. Meteorology Laboratory

The use of technology in forecasting the weather enables students to augment their formal course work with practical application using real weather data. A thorough understanding of weather phenomena is essential for operators and managers of all the modes of transportation.

Advanced technology makes it possible for modern microcomputers to provide on-line information on weather patterns to dramatically improve understanding of natural phenomena such as tornados, hurricanes, and other severe weather patterns. Since weather radar is one of the most widely used weather systems in aviation and transportation, the familiarity with the technology and how it assists safety in "go/no-go" situations is critical. A priority consideration will be the development of improved dissemination of weather information to transportation users.

F. Human Factors Laboratory

The laboratory is to provide students with theoretical education and practical experience to identify possible solutions which directly relate to the personnel subsystem called *the human factor.* This involves leadership and crew coordination techniques, situational awareness, and the ability to use all available resources. Focus is on the vehicle dynamics, human factors, biomechanics, public policy, accident data analysis, injury prevention and program evaluation.

Specific areas offer curricula enrichment and/or development of the human factor involvement with various requirements for automation, system safety, maintenance, human performance, work station design, selection and training of personnel, communications and intermodal transportation facility design.

A CURRICULUM FOR THE FUTURE

The NAT Center offers, through Dowling's School of Aviation and Transportation, the first undergraduate degree program in intermodal transportation in the Nation; undergraduate and post graduate degrees in every form of transportation...rail, highways, sea and space. Simply stated, our ability to educate students translates into providing a critically needed supply of trained personnel to fill jobs on which the lives of millions depend.

During the coming decade, transportation and development of our Nation's human resources are clearly among the most important issues this Nation will address. Based on our strength of more than 25 years of experience in aeronautical education, intermodalism is being integrated into the curriculum. Curriculum development will continue with new courses and majors being added at appropriate times in the NAT Center's overall development. At completion, the NAT Center will have an enrollment capacity on site of 3,000 which will provide increased access for Bachelor and Masters degree candidates to continue their education.

Through program concentrations and core curricula offered at this multi-disciplinary, intermodal facility, we educate highly trained specialists to plan and operate today's transportation systems and those of the future.

The College's cooperation with the College of Aeronautics at LaGuardia is being enhanced through increased course offerings on their campus and at the NAT Center. Through distance learning, a number of courses will be offered off-site to a geographically dispersed student population from community colleges and high schools that articulate with Dowling's School of Aviation and Transportation.

At the National Aviation and Transportation Center, faculty would design effective solutions for a myriad of transportation business needs; expand research and development partnerships with business bringing new products to market more rapidly; provide for technical advancement by implementing specialized continuing education programs for those already in the field; expand Masters degree programs; and improve the transportation industry's quality management approach. Changes in technology, operating procedures and federal regulations place a burden upon the transportation specialist already in the field and continuing education programs have been naturally evolving from the College's successful aviation program to formally address this need. Workshops and courses offered to the aviation specialist will be expanded to include all the modes of transportation. Retraining opportunities will be created for the unemployed who, based upon their educational attainment, could matriculate towards a new degree or attend short courses to gain skills which would lead to employment.

ECONOMIC STIMULUS TO THE LONG ISLAND ECONOMY

Importantly, as an economic driver, The NAT Center's development and operation will add $26.2 million annually to the regional economy while creating 458 full-time jobs. This activity will augment federal, state, and local tax collections by approximately $7.5 million. Located in and surrounded by several community development designated distressed areas, The NAT Center's development and job retraining capacity will have a qualitative and quantitative impact on Long Island's economy creating new jobs and infusing millions of dollars into the lagging economy.

Not surprisingly, Governor Cuomo's initiatives for bolstering the Long Island economy placed an emphasis on job creation and transportation infrastructure improvement. His economic growth agenda included: high speed ferry service from Shoreham, development of Calverton into an air cargo center, roadway improvement of all major east-west arteries, rail link improvements and strategies to enhance economic development through improved global competition, technology transfer and defense diversification. The New York State and the federal government initiatives are strongly related to Dowling College's NAT Center and its ability to provide skilled employees to plan and operate these systems and to improve current models for greater efficiency.

CONCLUSION

As a nationally recognized "center of excellence", The NAT Center will educate the skilled employees to create a seamless transportation network which will keep New York State competitive in a global economy. In the past two years, The National Aviation and Transportation Center has received $ 7.5 million in federal funding through the Transportation and Related Agencies Appropriations Subcommittee out of a total $15 million federal funding package for construction of its first phase. By the 1994-95 academic year, the academic facilities will be utilized by approximately 800 students.

Dowling College will begin construction in 1993 of the Aviation Learning Center and intends to continue construction to complete Phase I of The NAT Center development by 1996.

AVIATION LEARNING CENTER:

Building on the strength of its six FAA recognized degree programs, the first facility to be constructed will be a state-of-the-art 63,683 square foot flight and light maintenance learning center with a hangar, classrooms, fixed base operations, flight and air traffic control simulators, and flight dispatchers operations office. The Aviation Learning Center will provide the facility to begin to relocate many of the academic activities now well underway at the Oakdale campus. Changes in technology, operating procedures and federal regulations place a burden upon the transportation specialist already in the field. The NAT Center's continuing education programs have been naturally evolving from the College's successful aviation program. With new facilities to accommodate growth, NAT Center workshops and courses offered to the transportation specialist are being expanded to include all the modes of transportation. Retraining opportunities created for hundreds of unemployed workers and recently separated military who, based upon their educational attainment, could matriculate towards a new degree or attend short courses to gain skills which could lead to employment will now be offered at The NAT Center. Additionally, the new facility will affect the NAT Center's Research Incubator. Within this new environment, our faculty will continue to design effective solutions for a myriad of transportation business needs and work to expand research and development partnerships with business bringing new products to market more rapidly and providing solutions to logistical and transportation problems. Their current research includes: transportation modeling simulation, total quality management, transportation systems analysis, and simulataneous tandem simulation training.

Groundbreaking for the Aviation Learning Center will be early this summer, with the completion date of August I, 1994.

At completion by 2005, The NAT Center would include seven educational facilities, as well as residence halls.

Dowling College is a well managed institution. In the past thirteen years, we have been able to generate operating surpluses that have made possible our investments in plant improvements and endowment for scholarship. Dowling is now well-positioned to take on this major capital project and insure its success.

For two years prior to the commencement of the first phase of The National Aviation and Transportation Center, an intensive strategic planning process was undertaken by the faculty, administration, and trustees of the College. A major outcome of this planning process was building internal and external consensus of The NAT Center's priorities which have become the goals of this capital program. Currently, the College is in the $18,000,000 Phase I of this all-inclusive development program.

Today, the nation's business enterprises must move people, goods, and integrated services in the fastest, most efficient manner in order for the United States to remain competitive in the global economy. Delays and inefficiencies cost our economy billions of dollars a year in lost productivity undermining the nationfs ability to compete globally. The essential ingredient to meeting the nation's needs in the next century is personnel who understand technology and have adequate preparation to enter tomorrow's work force and remain current with changing industry requirements.

In order to insure the depth of learning required by a twenty-first century work force, Dowling College established the National Aviation and Transportation (NAT) Center. The multidisciplinary intermodal transportation curricula offered at the NAT Center are built on the strong foundation of a quarter of a century of exemplary aviation/transportation programming. Thus, Dowling College is developing its National Aviation and Transportation Center to prepare for the national need for intermodal transportation specialists who can fill the human resource needs of air, ground, rail, space and maritime industries.

It has only been through the House Subcommittee on Transportation and Related Agencies' shared vision and untiring efforts that we were successful in receiving $7.5 million in appropriations for The NAT Center. We thank you for your support of this project which will meet the human resource needs of the nation's transportation industry while at the same time provide societal, environmental, and economic benefits.

Through the Congressional investment, the facilities to house The NAT Center have begun to be constructed on a 105 acre site acquired at the Brookhaven Calabro Airport. When the first building opens in the 1994-95 academic year, a minimum of 800 students will be able to realize the benefit of your support (not to mention the 458 jobs created). The Congressional support, coupled with intense College efforts, have accelerated the opening and the College has successfully leveraged the federal investment with local, institutional, government and private contributions to accomplish the following:

- Land Purchase from the Town of Brookhaven
- Land Use and Master Plans
- Engineering and Environmental Studies
- Curricula Development
- Architectural and Engineering Plans
- Site Plan Review and Permits
- Site Clearance
- Initial Staffing and Human Resource Development

Yet much remains to be done in order to complete this phase of the construction. The decisions made with the initial appropriations have set the direction for the future of The NAT Center. Dowling College now seeks *$7.5 million* of continuation funding to sustain The NAT Center's construction through this phase. The continuation of the federal government's partnership is vital to make this project fruitful. To stop now would not be prudent, since without federal monies the construction of partially built buildings would come to a halt. I appreciate your interest in this important initiative and the opportunity to submit this testimony on its behalf.

Center for Marine Conservation

Testimony of
R. Gary Magnuson
Vice President, Center for Marine Conservation

Before
Subcommittee on Transportation
House Appropriations Committee

On
United States Coast Guard
Fiscal Year 1994 Appropriations

May 12, 1993

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Mr. Chairman, Members of the Subcommittee, thank you for this opportunity to present testimony on behalf of the Center for Marine Conservation regarding United States Coast Guard appropriations for Fiscal Year 1994. I am Gary Magnuson, Vice President for Programs for the Center for Marine Conservation (CMC). In order for the United States Coast Guard to be effective in carrying out its marine resource protection activities, the CMC urges your support for the following funding recommendations for fiscal year 1994:

- $164,000 for the National Response Center
- $5,300,000 for electronic data systems
- $8,800,000 for environmental compliance programs
- $2,374,000 for living marine resource enforcement

Introduction

The Center for Marine Conservation (CMC) is a national, non-profit organization of 110,000 members dedicated to the conservation of the diversity and abundance of life in the oceans and coastal areas. The CMC works to prevent the over-exploitation of living marine resources, the degradation of marine ecosystems, and to restore marine wildlife and their ecosystems where they have been diminished.

Our knowledge of the USCG, its organization and activities, has come about principally through projects we have conducted under CMC's Pollution Prevention Program. Since 1985, the majority of our pollution prevention efforts have focused on the problem of manmade wastes in the marine environment, or marine debris. We have concentrated on documenting the harmful effects of debris and campaigning through our beach cleanups and other advocacy for changes in U.S. law to prohibit disposal of plastics at sea. We have become the most active non-governmental entity involved in marine debris research and education during the last seven years. During this time, the United States ratified Annex V of the international MARPOL Treaty and enacted the U.S. Marine Plastic Pollution Research and Control Act of 1987.

Our work in these areas has provided unique opportunities to learn about the operations and programs of the United States Coast Guard. For example, since 1988 CMC has worked with the USCG, in addition to the National Oceanic and Atmospheric Administration and the U.S. Environmental Protection Agency, on the International Coastal Cleanup Campaign, an ongoing program that involves citizens in monitoring and reporting beach debris. At annual beach cleanups held in September, volunteers pick up trash off the beach and catalogue each piece on a detailed data card. The information is compiled and published by CMC, and used to determine trends, sources, and possible solutions to marine debris. Last year during the 1992 three-hour cleanup, more than 162,000 volunteers in 33 U.S. states and territories, and 32 foreign countries picked up approximately 3.6 million pounds of trash.

In addition to supporting the International Coastal Cleanup Campaign, the USCG has worked with CMC in analyzing the data to assess sources of debris. The USCG has also assisted CMC in distributing the final cleanup report internationally through the International Maritime Organization, the governing body overseeing MARPOL Annex V.

CMC has also worked with the USCG in the dissemination of educational materials on marine debris. The CMC's education work started when we established the nation's first clearinghouse for marine debris information in 1986. Working with the Society of the Plastics Industry and the National Oceanic and Atmospheric Administration (NOAA), CMC developed a national public awareness campaign directed primarily at marine user groups. Subsequently CMC was awarded a contract with NOAA to operate the nation's Marine Debris Information Offices (MDIO) which communicate with hundreds of people each month about the problems of and solutions to marine debris. The USCG has participated in these activities by distributing educational materials through headquarters, field units, the National Safe Boating Campaign, and the USCG Auxiliary. For instance, over the last four years, CMC's MDIO provided the USCG Auxiliary with more than 330,000 marine debris information pamphlets for boaters and 60,000 placards required aboard vessels over 26 feet describing the waste handling requirements of the MPPRCA. The CMC has also worked closely with the USCG in the development of some of these materials such as the placard.

In addition, CMC worked with the USCG on a project designed to encourage the formation of volunteer groups, designated as "Citizen Pollution Patrols." In 1990, CMC received a one-year grant from the Environmental Protection Agency (EPA) to develop a demonstration project in New Jersey and Maryland to test citizen reporting as authorized under MPPRCA. Citizens were trained to assist in monitoring, reporting, cleanup, and prevention of ocean and shoreline pollution. As a result, this project showed us, first hand, the abilities and limitations of the USCG including working with citizen reports on dumping violations, and its implementation of the MPPRCA.

CMC has also served with the USCG on several nationally recognized forums and committees to address the marine debris problem including the National Marine Debris Roundtable, the Caribbean Marine Debris Workshop Steering Committee, and the Third International Conference on Marine Debris Steering Committee.

Demonstrated USCG Commitment to Environmental Protection

Through the relationships described above we have come to understand and appreciate the extensive responsibilities placed upon the United States Coast Guard (USCG).

With respect to USCG environmental protection responsibilities, we are pleased to report that the USCG has improved its implementation of the MPPRCA. For instance, the USCG instigated changes to enable the U.S. to take more severe actions against MARPOL infractions. Formerly, if a MARPOL flagged ship was found in violation of MPPRCA more than three miles from the U.S. shore, the violation report was sent through the Department of State to the flag country. The USCG would take no further action. This system had very little effect on the foreign ships. Of approximately 110 violations sent back to foreign countries, only two fines were ever assessed by those countries. Now it is USCG policy to take enforcement action against all suspected violations that have occurred within the U.S. 200 mile Exclusive Economic Zone, as well as all navigable waters of the United States. In addition, the USCG worked to change U.S. sanctions so that a person who knowingly violates MARPOL 73/78 commits a class "D" felony punishable by imprisonment of not more than six years and a fine of up to $250,000 for an individual and up to $500,000 for an organization.

Recently, the USCG demonstrated their commitment to enforcing the improved MPPRCA regulations by working on a case against Princess Cruise Lines with the Department of Justice. The case centered on the illegal overboard disposal of plastics off the Florida Keys. It resulted in a fine of $500,000.

Other initiatives that show a commitment to environmental protection include strengthening the USCG relationship with the US Department of Agriculture Animal and Plant Health Inspection Service in inspecting ships, aggressively pursuing work on the logbook requirement for ships, providing new policy guidance to field staff, sending experts from USCG headquarters to field units to relay MARPOL guidance in person, and developing educational materials for USCG personnel in order for them to better understand the law. Additionally, the USCG recently organized a MARPOL Annex V Summit to foster better communications and coordination among federal agencies and others involved in the implementation of the law. We understand that the USCG intends to conduct a series of meetings to solicit input from the environmental community to help maximize their overall role in marine environmental protection.

Support for Future USCG Environmental Protection Activities

In order to maintain this positive momentum, we recommend that funding as requested by the United States Coast Guard for fiscal year 1994 be approved by the Subcommittee to ensure that the United States Coast Guard (USCG) can adequately carry out all its environmental initiatives. This includes all environmental enforcement, monitoring, response and port safety. We also support all funding for proposed activities that will increase USCG training and education with regard to environmental missions. Environmental training and education will not only assist USCG personnel in effectively carrying out their duties, but USCG personnel should be encouraged to utilize education and training as a means to achieve compliance with environmental protection measures among marine user groups.

Finally, CMC wishes to comment on specific budget items identified by the USCG in their budget justification for Fiscal Year 1994. In particular, we support the Coast Guard's requests for the following:

a) $164,000 for improvement of the capabilities of the National Response Center;

b) $5,300,000 for improvement of the USCG's electronic data systems;

c) $8,800,000 for environmental compliance programs and activities; and

d) $2,374,000 for improvement of living marine resources enforcement.

a. National Response Center

The National Response Center (NRC) serves as the nation's hotline for reporting environmental contamination. This includes unauthorized or accidental discharges of chemicals, oil, radiological, biological, or etiological substances. The NRC forwards all discharge reports to pre-designated Federal On Scene Coordinators who initiate response action. The NRC also serves as the coordination point for 15 federal agencies that make up the National Response Team.

During CMC's Citizen Pollution Patrol Project, efforts were made to funnel citizen reports of MPPRCA violations through the National Response Center (NRC). This proposal was met with concern, however, because NRC staff did not believe adequate resources were available to respond to the citizen's reports. In fact, during peak periods of activity as many as 20 percent of the incoming phone calls do not reach an NRC duty officer.

Therefore, CMC supports the USCG's request of $164,000 to support the NRC. This funding would be used to address the need for additional watchstanders to provide immediate response and timely notification to Federal On Scene Coordinators regarding incident reports. With these funds, it is expected that the

NRC would increase its involvement with citizen reports of violations of the MPPRCA.

b. Improve Electronic Data Systems

CMC supports the USCG's request of $5,300,000 to establish the Marine Information for Safety and Law Enforcement (MISLE) electronic data system which would combine the former Marine Safety Network (MSN), Vessel Identification and Documentation Systems (VIDS) and Law Enforcement Information Systems II (LEIS II). By doing so, the USCG will be better able to meet the needs of the Office of Marine Safety, Security and Environmental Protection and the Law Enforcement Program's information needs. Recent improvements in the USCG's Marine Safety Information System, for example, not only enabled the agency to better track ships that violate MARPOL Annex V, but facilitated interagency cooperation based on reports provided by inspections conducted by Department of Agriculture, Animal Plant and Health Inspection Officers.

c. Environmental Compliance Programs and Activities

CMC supports the USCG's request of $8,800,000 for activities that will bring USCG vessels and facilities into environmental compliance. While the USCG is charged with enforcing environmental laws and regulations, it must also be held accountable to the same compliance standards. This includes making the necessary modifications to its vessels and vessel operations to satisfy the limitations placed on public vessels as required by the Marine Plastic Pollution Research and Control Act of 1987. Therefore, we urge the Subcommittee's approval of the requested funds for a small cutter plastic waste handling study, support any additional associated costs including materials substitution/process changes, training, evaluations and administrative activities.

d. Improve Living Marine Resource Enforcement

The USCG is the lead agency for at-sea enforcement of laws and regulations protecting living marine resources. Over the past 15 years there has been an increase in the number of fisheries and other living marine resources managed under the Magnuson Fishery Conservation and Management Act, the Marine Mammal Protection Act, and the Endangered Species Act. At the same time, the number of international agreements has more than doubled as U.S. concerns have expanded into international waters.

CMC, therefore, urges the Subcommittee's support for the USCG's request of $2,374,000 to increase the number of staff assigned to living marine resources protection. It is our understanding that the USCG would utilize this increase in staff support to improve the liaison with Fisheries Management Councils; review of proposed fishery management and conservation measures; the execution of international fisheries agreements; the coordination/utilization of operational resources; and outreach activities with the fishing industry, other federal agencies, Congress and the general public. In addition, these funds would also be used to implement regionalized training programs that are critical to effective enforcement of living marine resources laws, regulations, and international agreements. Enhanced fisheries training is a key component to the USCG's fisheries law enforcement strategy.

The diverse and demanding responsibilities of the USCG's Marine Environmental Protection branch deserve and need full funding. Marine protection activities are some of the most visible and pro-active functions of the United States Coast Guard. We respectfully request the Subcommittee to consider this and our specific funding recommendations during its deliberations. Thank you.

CENTRAL ARKANSAS TRANSIT AUTHORITY

CAMMACK VILLAGE LITTLE ROCK MAUMELLE
NORTH LITTLE ROCK PULASKI COUNTY SHERWOOD

STATEMENT BEFORE

THE TRANSPORTATION AND RELATED AGENCIES SUBCOMMITTEE

OF THE

HOUSE COMMITTEE ON APPROPRIATIONS

By

Keith Jones
Executive Director
Central Arkansas Transit Authority

May 6, 1993

CAT

901 Maple Street ☐ North Little Rock, AR 72114 ☐ 501/375-6717 ☐ FAX 501/375-6812

May 6, 1993
Little Rock, Arkansas

Mr. Chairman, I am Keith Jones, Executive Director of the Central Arkansas Transit Authority (CATA). CATA provides public transportation services for the Little Rock-North Little Rock Metropolitan Area. The UZA population is 305,000, and the 1991 service area population is 185,000. CATA receives Section 9 funding according to the population formula for UZAs between 200,000 and 1,000,000 population.

My remarks can be divided in two sections. I first wish to comment on the federal transit program from the dual perspective of a manager of a medium-sized system, and also from the perspective gained by my work with state and regional transit associations comprised largely of smaller urban and rural transit operations. The second part of my comments consists of a request for earmarked funding unique to the needs of Central Arkansas Transit.

I. Comments on Federal Transit Program

Full Funding of ISTEA. I will add my voice to the many requests your Subcommittee will receive concerning the full funding of ISTEA. The Administration's budget proposal takes some steps in that direction but does not, as you know, reach the authorized levels for public transit. We support full funding of ISTEA.

Section 9 Operating Assistance Cap. While our support for full funding is whole-hearted, we want to address the impacts of the funding levels of current and past years in the event that FY94 appropriations are not significantly higher. Section 9 Operating Assistance is absolutely critical for the survival of this transit system, and the same is true for hundreds of other Section 9 properties and Section 18 properties. It pays for the salaries of bus operators and maintenance personnel, for fuel, and for the repair of equipment. It allows us to keep fares at an affordable level. The average rider on Central Arkansas Transit earns less than $10,000 annually, and the low fare is essential to their mobility. The Section 9 Operating Assistance allows us to fund the ADA-mandated paratransit service. Our budget for paratransit is eight times as large as it was in 1988, even though all other funding sources have remained static or shrunk. Our Section 9 operating assistance has decreased in each of the last two years. In 1991, the funds decreased because the 1990 Census showed a decrease in the population density of the area, and because we reduced the miles of service operated to trim unnecessary route segments from our service. The Section 9 formula factors resulted in a ten (10) percent cut in our operating cap. In 1992, the operating assistance was decreased for all systems in our category, and we lost another seven (7) percent.

I urgently request that the Subcommittee address the need for operating assistance by eliminating the operating cap and allowing transit systems the flexibility to use funds for either capital or operating assistance. I recommend this be allowed for all systems in UZAs of 500,000 population or less. If ISTEA is not fully funded, this action alone will allow many transit systems to maintain or even expand service, which can only result in higher employment both at the transit property and in the community by increased access to jobs.

Rural and Small Urban. As important as the operating assistance is to Central Arkansas Transit (it's about 25% of the budget), it is even more critical to the small urban and rural systems funded by Section 9 and Section 18. It is fair to say that for several years the nation's transit properties have promoted a "share the gain, share the pain" philosophy regarding the overall funding levels of all transit programs. I believe it is time to reconsider this position because the smaller the system, the higher the reliance on Federal assistance. If ISTEA cannot be fully funded, I recommend that any increases in FY94 funding first go to Section 18, Section 16(b)2, and Section 9 for areas 50,000 to 200,000 in population. The Rural Technical Assistance Program (RTAP) should be included in this priority group. It provides invaluable training resources for the small systems, and it does this with an extremely small portion of the transit budget.

Equity. We recognize the role of the Federal government in collecting revenues and redistributing the funds according to policies and needs. However, the lack of equity in the generation and receipt of funds from the Mass Transit Account has become a serious concern to many, including me. There are many ways to look at the "return to States" issue, and I have included a few exhibits that illustrate the reasons for concern. The top tier of ten (10) states, including the District, received \$80 to \$20 per capita in FY93. By contrast, the bottom tier of ten (10) states received \$2.66 to \$1.98 per capita. Arkansas received \$2.19 per capita, third from the bottom. Arkansas contributes around \$30 million annually to the Mass Transit Account, and annual Federal funding for all transit purposes in the State ranges from \$2 to \$5 million at best. This is not just a problem in our state. Using the latest statistics available to me, twenty-three (23) states receive less than 50% of the revenue they contribute. Thirty (30) states receive less than 80%. It has long been a national transportation policy to return no less than 85% of highway revenues to the state in which they were generated, and it seems appropriate to me that some measures should be taken to accomplish a more equitable distribution of transit funds in a like manner.

Another way of viewing the distribution is the size of the geographic area. Large urban areas of 1 million or more population received \$35.21 per capita. Medium Urban Areas received \$12.93 per capita. Small Urban areas receive \$7.79 per capita, and rural areas received \$1.50 per capita. It is recognized that large systems with rail transit are more costly to operate and maintain, but the wide variation in per capita receipts is widely viewed as inequitable, and support for transit is difficult to maintain in areas that receive so little from the programs.

A slight shift in the Section 9 funding normally allotted to areas over a million can do much to accomplish equity in the program without harming the financial position of any large system. The money should be diverted to the other population categories of Section 9 and Section 18. As mentioned above, the smaller the system, the more the reliance on Federal assistance. The reverse is true, also. Large systems should not be adversely affected by a shift. If there is a concurrent increase in the overall funding of Section 9, they will not be affected at all.

I recommend a complementary move in the Section 3 program to provide an increased percentage of funds for bus replacement. I recommend that the Subcommittee consider establishing Bus Capital as one-third of the Section 3 program. As shown by the amount of requested earmarks in last year's appropriation action, there is a large demand for bus replacement and other bus capital projects.

II. Earmark Projects for Central Arkansas Transit Authority

The Central Arkansas Transit Authority is requesting two earmark projects in the FY94 appropriations. CATA is requesting earmark designations because the Section 9 capital amount is insufficient to accomplish the projects. CATA has never received a Section 3 grant in its history.

Project 1. Downtown Transfer Center. CATA requests $2.8 million in Federal funds for the site acquisition, design, and construction of a downtown transfer center. Feasibility studies have been conducted, and site location work is underway. Presently, all twenty-one bus routes converge on three block-faces in the downtown area. Passengers must wait for buses on sidewalks, and there is constant conflict with pedestrian traffic. The conditions are particularly hard for persons with disabilities as there is no efficient way to communicate the location, arrival and departure of buses. Buses must dwell on the street, impeding auto traffic flow and causing sight distance problems at crosswalks and intersections, and private drives. Passengers have very limited shelter from the elements, and this is a particular hardship on the elderly and on persons with disabilities. The construction of a transfer center will provide an attractive and efficient solution to the problems experienced by the passengers, motorists, and bus operators.

Project 2. Alternative Fuel Buses. CATA requests $4 million to purchase 20 buses that will operate on an alternative fuel such as compressed or liquid natural gas. The buses will replace part of CATA's fleet which is one of the oldest in the nation (see chart). The average age of our vehicles is 13 years (recommended replacement age is 12 years). Because some of the fleet consists of medium-duty vehicles (seven to ten year life), by the end of next year CATA will have only three (3) buses that are not beyond recommended replacement age. CATA will purchase heavy-duty 35-foot coaches with funds from this earmark. All will meet ADA specifications, obviously, and will replace most of CATA's fleet that is inaccessible to wheelchair users.

As mentioned, CATA has never received a Section 3 grant. In fact, only two recipients in the State have received Section 3 grants. CATA recently constructed a $3.8 million maintenance and administration facility using Section 9 funds. CATA has a current unobligated balance of less than three hundred dollars in its Section 9 apportionments.

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I am hopeful that the Subcommittee will look favorably upon these comments and requests, and will include them in the record of the Subcommittee hearings of this date. Further, we request that these much-needed projects be included in the FY 94 Appropriations bill. We stand ready to answer questions and supply more information as needed. Thank you for your consideration.

Respectfully submitted,

Keith Jones
Executive Director
Central Arkansas Transit Authority

May 6, 1993

EXHIBITS

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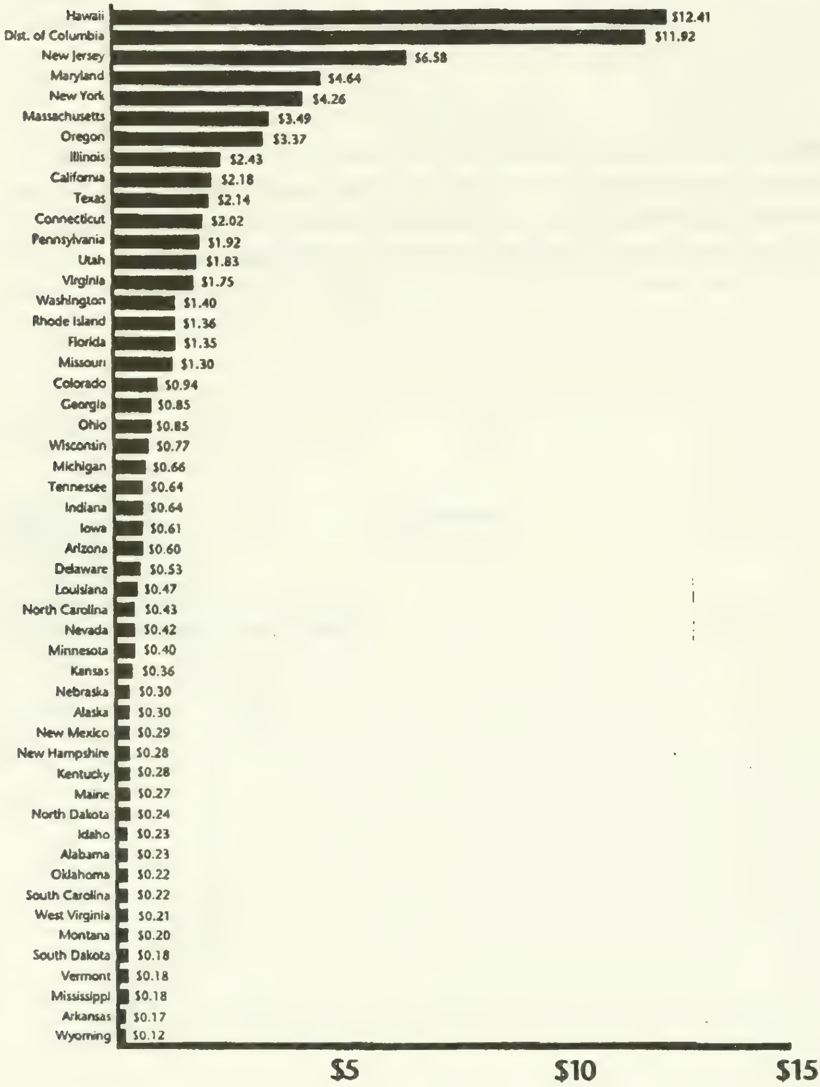
TRANSIT FUNDING RELATIVE TO MASS TRANSIT ACCOUNT CONTRIBUTIONS — FY 1992



COMMUNITY TRANSIT FACT SHEET

FEDERAL TRANSIT FUNDING RELATIVE TO CONTRIBUTIONS TO THE MASS TRANSIT ACCOUNT

All states contribute to the Mass Transit Account. Eighteen states receive more money for transit than they contributed. The other 32 states receive less than they contributed. Twenty-three states receive less than 50 cents on every dollar they contribute and five receive less than 20 cents on the dollar.

STATE	FY'93 TRANSIT FUNDING ($000S)	1991 CONTRIB'NS TO THE MASS TRANSIT ACCOUNT ($000s)	TRANSIT FUNDING RELATIVE TO MTA CONTRIB'NS
Hawaii	$89,533	$7,215	$12.41
Dist. of Columbia	42,262	3,545	11.92
New Jersey	457,696	69,515	6.58
Maryland	203,500	43,881	4.64
New York	536,184	125,848	4.26
Massachusetts	170,451	48,904	3.49
Oregon	106,499	31,558	3.37
Illinois	252,811	103,978	2.43
California	604,242	276,638	2.18
Texas	400,620	186,870	2.14
Connecticut	56,505	28,021	2.02
Pennsylvania	197,880	103,143	1.92
Utah	30,712	16,791	1.83
Virginia	115,934	66,132	1.75
Washington	68,844	49,056	1.40
Rhode Island	10,232	7,534	1.36
Florida	169,540	125,803	1.35
Missouri	81,152	62,575	1.30
Colorado	30,624	32,446	0.94
Georgia	70,471	82,486	0.85
Ohio	90,884	107,153	0.85
Wisconsin	36,071	46,697	0.77
Michigan	58,612	88,472	0.66
Tennessee	36,860	57,938	0.64
Indiana	40,429	63,554	0.64
Iowa	19,795	32,370	0.61
Arizona	22,258	37,335	0.60
Delaware	3,894	7,279	0.53
Louisiana	19,456	41,134	0.47
North Carolina	31,417	72,734	0.43
Nevada	6,016	14,458	0.42
Minnesota	16,924	41,844	0.40
Kansas	10,311	28,606	0.36
Nebraska	5,643	18,686	0.30
Alaska	1,841	6,151	0.30
New Mexico	5,629	19,280	0.29
New Hampshire	2,909	10,219	0.28
Kentucky	12,065	43,721	0.28
Maine	3,507	13,056	0.27
North Dakota	1,853	7,758	0.24
Idaho	2,618	11,405	0.23
Alabama	11,454	50,355	0.23
Oklahoma	8,352	38,070	0.22
South Carolina	9,054	41,741	0.22
West Virginia	3,974	19,153	0.21
Montana	2,070	10,273	0.20
South Dakota	1,633	8,837	0.18
Vermont	1,115	6,052	0.18
Mississippi	5,163	29,131	0.18
Arkansas	5,146	30,562	0.17
Wyoming	1,118	9,013	0.12
TOTAL	**$4,173,761**	**$2,484,976**	**$1.68**

Sources: Funding from Federal Register, October 14, 1992; Federal Highway Administration, Highway Statistics, 1991.

COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA

COMMUNITY TRANSIT FACT SHEET

DISTRIBUTION OF FTA CAPITAL ASSISTANCE (FY 1992)

Small urban areas (under 200,000 in population) and rural areas (under 50,000) account for 47 percent of the nation's population. However, in FY 1992, they received only 6 percent of all discretionary capital assistance from the Federal Transit Administration.

FY 1992 SECTION 3 DISCRETIONARY FUNDS ($000s)

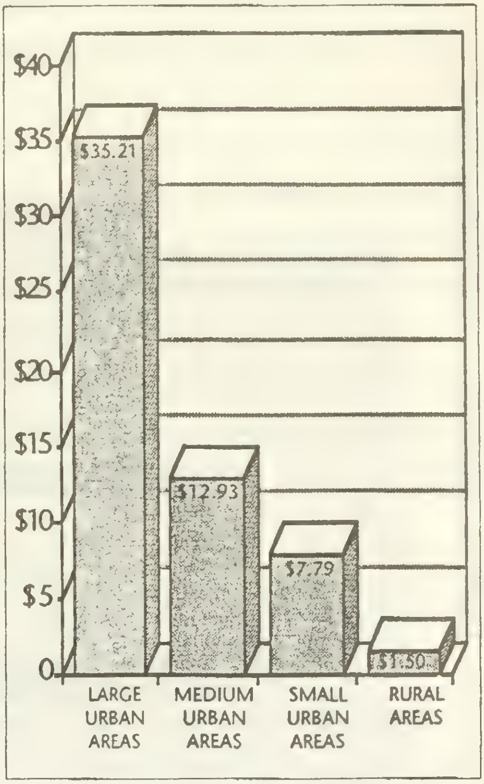
STATE	TOTAL	LARGE URBAN AREAS	SMALL URBAN AREAS	RURAL AREAS
Alabama	$6,260	$6,239		$21
Alaska				
Arizona	3,000	3,000		
Arkansas				
California	207,780	204,580	$3,200	
Colorado	1,152		1,152	
Connecticut	31,445	31,445		
Delaware				
Dist. Col.	10,579	10,579		
Florida	7,909	5,895	1,775	240
Georgia	64,800	64,534	266	
Hawaii	20,925	20,925		
Idaho				
Illinois	100,285	100,285		
Indiana	6,049	6,049		
Iowa	8,514	1,118	1,966	5,431
Kansas				
Kentucky	3,800	3,800		
Louisiana	13,186	12,973		213
Maine	533			533
Maryland	22,178	18,042	2,768	1,369
Massachusetts	26,291	26,291		
Michigan	9,747	9,747		
Minnesota				
Mississippi				
Missouri	25,755	20,638	5,117	
Montana	1,056			1,056
Nebraska	1,335		1,335	
Nevada				
New Hampshire				
New Jersey	6,000	6,000		
New Mexico				
New York	240,895	240,895		
North Carolina	4,221	1,596	2,497	128
North Dakota				
Ohio	13,727	13,727		
Oklahoma	600	600		
Oregon	21,714	21,714		
Pennsylvania	84,698	68,159	13,243	3,297
Rhode Island				
South Carolina				
South Dakota				
Tennessee				
Texas	16,409	12,993	3,000	415
Utah	1,137			1,137
Vermont	200			200
Virginia				
Washington	11,485	2,280	5,205	4,000
West Virginia				
Wisconsin				
Wyoming				
TOTALS	$973,665	$914,103	$41,523	$18,039

Source: FTA, 1992 Preliminary Statistical Summaries

COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA

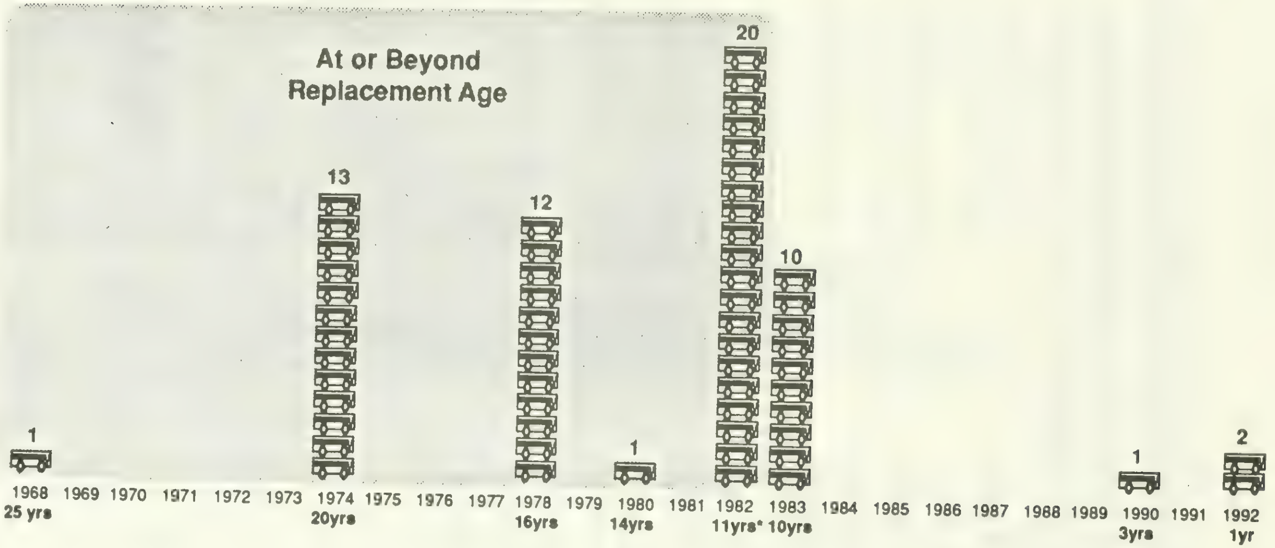
PER CAPITA TRANSIT EXPENDITURES BY GEOGRAPHIC AREA IN FY 1993

Overall Federal funding for public transit is inadequate. However, current transit funding priorities bypass large segments of the population and whole sections of the country. For example, Federal transit expenditures in our largest cities average more than $35 per capita, compared with $1.50 per rural resident.



COMMUNITY TRANSPORTATION ASSOCIATION OF AMERICA

Central Arkansas Transit Bus Fleet



Age of Buses

* Seven to ten year life

Mr. Chairman and Members of the Subcommittee

It is a pleasure to be able to submit testimony on behalf of the Illinois Department of Transportation (IDOT) before the Transportation and Related Agencies Subcommittee of the House Appropriations Committee. At this time, I would like to thank Chairman Carr and the members of the Committee for their past support for Illinois' transportation program.

I would also like to thank Chairman Carr and other members of the Committee for holding these important hearings today on transportation funding for FY 1994. I am indeed grateful for this opportunity to share with you some of Illinois' transportation funding concerns.

Illinois has a number of important interests concerning FY 1994 US DOT appropriations legislation. They are as follows:

Bus Capital Earmarks

Illinois and the Chicago Transit Authority (CTA) jointly request $67 million in Section 3 bus capital funds for the CTA and nine downstate transit providers. This joint request is a demonstration of our mutual interest in securing funding for bus capital needs.

The CTA is requesting $32 million for a Bus Service Management System. This system uses radio equipment to transmit information from the centrally located control center to eight bus garages and over 2,000 buses. This system will significantly improve both the performance and cost effectiveness of the CTA bus network. The state, on behalf of the downstate transit providers, is requesting $35 million to comply with federal mandates under the Americans with Disabilities Act, construct or upgrade important support facilities and replace over-age vehicles.

A demonstration project is currently underway in Champaign, Illinois in which a new bus body is fitted with the engine, axles, seating and other parts from an old bus. This process results in a bus with the useful life of a new bus at two-thirds the cost of a new bus. The initial rehabilitated bus will be complete this summer and a one-year operational test will begin.

Illinois also conducted a study in 1991 that looked at the cost effectiveness of bus rehabilitation in Illinois. That study concluded that excessive corrosion of the structural framework resulting from Illinois' weather makes rehabilitation financially unfeasible. It is hoped that the rehabilitated demonstration buses will address that problem.

Central Area Circulator

Illinois supports the city of Chicago's request for $70 million in FY 1994 from the Section 3 new start program to continue project engineering for the Central Area Circulator (CAC), a light rail transit line to serve Chicago's downtown Loop area. The project has received $59.3 million through FY 1993 from Section 3 discretionary mass transit funds. Funds have been used for planning, alternatives analysis and environmental work. Preliminary engineering and design work is also underway.

This project has strong backing from businesses in the area who have pledged to fund one-third of the cost through a special local tax assessment on non-residential property. The state has reserved $20 million to fund its one-third share of the planning and design work on the project with the remainder coming from federal funds.

Wisconsin Central Commuter Rail Service

Illinois supports Metra's request for $20.6 million for the new Wisconsin Central Commuter Rail Service. This line will provide service between northwestern Lake County and western Cook County and downtown Chicago and includes a connection to O'Hare Airport. Initial plans call for three rush-hour trains in each direction, plus four trains in the off-peak periods. Higher level service will be added as demand increases. There is strong local commitment for the Wisconsin Central line and communities along the line have agreed to fund station and parking lot development.

This project also has strong regional support. The regional MPO, the Chicago Area Transportation Study, has endorsed a multi-year allocation of $21.6 million in CMAQ funds for this project. In addition, Illinois will be providing approximately $6 million in state matching funds. With this local, regional and state support, Section 3 discretionary funds will be needed for only 39 percent of the total project cost. Illinois supports adequate federal funding to keep this project on schedule toward implementation.

ADVANCE Intelligent Vehicle-Highway System Demonstration Program

Illinois requests $6 million in FY 1994 for the ADVANCE IVHS demonstration project. This project received $4.5 million in FY 1993.

The Illinois Department of Transportation in cooperation with the Federal Highway Administration, Motorola and the Illinois Universities Research Consortium is undertaking a large-scale field demonstration to test and evaluate an IVHS concept. This large scale IVHS demonstration project is to be located in the northwest suburbs of Chicago, a rapidly developing area with a large population and employment base and an extensive arterial street network. Funding to maintain full progress on this project should be provided.

Gary-Chicago-Milwaukee IVHS Corridor

Illinois requests $2.5 million in FY 1994 for IVHS projects on the Illinois portion of the Gary-Chicago-Milwaukee corridor. The ISTEA authorized the designation of three to ten priority IVHS corridors. The corridor extending from Gary, IN through Chicago, IL to Milwaukee, WI is one of four such corridors designated so far. In FY 1993, funding to this corridor included $500,000 for Illinois, $1.4 million for Indiana, and $500,000 for Wisconsin.

In Illinois, this corridor project includes the Transportation Information Expansion and Unification Program (TIEUP). This program calls for the development of transportation information that can be directly used by cable television. Some of the information will be area specific and displayed on terminals at various locations along the corridor to provide real time traffic information.

Additional funds in FY 94 will be used to upgrade communications capabilities through a basic fiber optics system on Chicago area expressways, expand the current traffic monitoring system and further develop projects for the TIEUP program.

Environmental Impact Statement and Design Work for the Chicago-St. Louis High Speed Rail Corridor

Illinois requests $2.5 million for FY 1994 to begin the design work for grade crossing improvements and the Environmental Impact Statement (EIS) for the Chicago-St. Louis high speed rail corridor. This is an ideal time to begin this work, since the feasibility study that is now underway will be completed in the spring of 1993.

Design work for grade crossing improvements must begin soon if the high speed rail service project is to proceed on schedule. Comprehensive plans detailing existing conditions and proposed improvements are required for all crossings affected by speeds over 80 mph to 125 mph. For the Chicago-St. Louis corridor this necessitates detailed engineering work on 9 grade separations, 120 four-quadrant gate installations and 60 road extensions associated with crossing closures.

The EIS will review the effect of air pollution, air and highway congestion, accidents and energy usage. In addition, noise, vibration, locomotive emissions, land use and any other areas that could negatively impact the environment will be analyzed. Impacts will be carefully assessed and compared to existing and projected impacts of current transportation modes. It is anticipated that using existing tracks and right-of-way will minimize any negative impacts. As the design work on the grade crossings progresses, the impacts from the crossing improvements will also be analyzed.

Highway Obligation Ceiling

Illinois urges the subcommittee to approve a highway obligation ceiling as close as possible to the $18.36 billion authorized under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). An obligation ceiling at the authorized level in FY 1994 is needed to enable states to fully utilize the increased federal support provided by Congress in the ISTEA. In addition, the obligation ceiling should only cover programs as designated in the ISTEA and not minimum allocation and demonstration projects.

Due to restrictive obligation ceilings in past years, Illinois alone has accumulated approximately $190 million in highway funds that cannot be obligated for projects.

Section 9 Transit Formula Funds

Illinois supports funding for the mass transit formula program (Section 9) as close as possible to the $2.6 billion level authorized in the ISTEA. In addition, operating assistance to all urbanized areas should be continued.

The transit formula funding program (Section 9) provides funds for routine capital needs. All transit systems are now facing increased capital funding needs. The Americans with Disabilities Act contains direct mandates to acquire accessible rolling stock, modify facilities and provide paratransit service. In addition, the Clean Air Act contains direct mandates for less polluting engines. Unless additional funding is made available for these new needs, the existing capital programs will face a serious funding shortfall beyond what is already being experienced.

State and local governments have increasingly shouldered the burden of the decline in federal funding for transit. However, these state and local efforts have limits and cannot indefinitely expand to substitute for the continued retreat of federal funding, especially in light of the new increased needs following the federal legislation on accessibility and clean air.

Adequate funding for the transit formula program is essential for the smaller urbanized area transit systems in Illinois as well as our larger systems. These smaller systems have very limited local revenue sources. In fact, the drop in federal formula funding over the last eight years has forced these systems to cut back on needed bus replacement and other essential capital improvements to critical levels in some cases.

Federal operating assistance through this program is an essential source of funding for transit service in Illinois cities. Annual federal operating assistance to the Regional Transportation Authority averages approximately $50 million, and St. Louis Bi-State receives about $10 million.

Section 18 Rural Transit

Illinois supports funding for rural transit at the full ISTEA authorized level of $154 million for FY 1994. Although this is a relatively small amount compared to transit funding for urbanized areas, it is critical to meeting mobility needs in the nation's small cities and rural areas. The needs in these areas are growing; yet, their local revenue sources continue to be very limited. The large reduction in federal funding for FY 1993 ($16.7 million less than FY 1992) has caused hardships for this underfunded and underserved constituency.

Amtrak and Local Rail Freight Assistance

Illinois requests an appropriation as close as possible to the FY 1994 authorized level of $631 million for Amtrak and at least at the FY 1993 funding level of $8 million for Local Rail Freight Assistance. Amtrak service is a key element of our national transportation system. Amtrak operates a total of 40 individual trains throughout Illinois as part of the nation's passenger rail system. Amtrak serves approximately three million passengers annually, and partially subsidizes an additional 16 state-sponsored 403(b) trains in intrastate service in four separate corridors: Chicago-Champaign, Chicago-Springfield, Chicago-Quincy and Chicago-Milwaukee.

The Local Rail Freight Assistance Program provides funding to states for rail capital rehabilitation and improvements to assist with the continuation of essential rail freight service on light density lines. IDOT has 15 project requests totaling $12 million to retain or upgrade service on light density lines.

Section 402 Safety Grants - Section 410 Alcohol Impaired Driving Incentive Grant Program

Illinois supports Section 402 program funding as close as possible to the authorized ISTEA level of $171 million. The Section 402 program provides grants to states for a variety of safety related programs. Beginning in FY 1993, funds made available for the Section 402 Safety Grants are to be available for specific programs such as alcohol incentive grants and motorcycle helmet and safety belt use law grants. Since some of these programs are authorized as takedowns from the 402 program, funding for these programs must also be considered when determining the Section 402 appropriation level.

One program that is a drawdown from the Section 402 program is the Section 410 Alcohol Impaired Driving Incentive Grant Program. These grants are awarded to states that implement effective programs to reduce traffic safety problems resulting from persons driving under the influence. The authorized level for the Section 410 program is $25 million. Illinois supports an appropriation at least at that authorized level.

Motor Carrier Safety Assistance Program

Illinois requests an FY 1994 appropriation as close as possible to the $80 million authorized in the ISTEA. The Motor Carrier Safety Assistance Program (MCSAP) provides grants to the states for enforcement of federal truck safety standards. The Illinois State Police use MCSAP funding to inspect trucks, especially those carrying hazardous materials, to ensure that truck transportation is occurring in a safe manner. In addition, grant funds are used to implement the Commercial Driver's License Program, which requires that states test commercial motor vehicle operators for knowledge and ability to operate a commercial motor vehicle.

Airport Improvement Program

Illinois supports an Airport Improvement Program (AIP) obligation ceiling at least at the FY 1993 authorized level of $2.05 billion. The Aviation Trust Fund, which currently has an unobligated balance of approximately $5.6 billion, could support even higher funding levels.

According to an American Association Council International/American Association of Airport Executives study, capital airport needs over the five year period (1992-1995) will approach $50 billion. In addition, the backlog of unfunded airport grant project pre-applications at FAA is presently estimated at $7.5 billion.

Continued progress in improving the safety and efficiency of our air transportation system depends on a program which will provide funding that is adequate not only to ensure that our airport infrastructure is maintained but which will permit additional upgrading and expansion where necessary.

This concludes my testimony. I am keenly aware of the pressures you face trying to meet the demands for increased transportation funding given the tight federal budget constraints. However, an adequate and well-maintained transportation system is critical to the nation's economic prosperity and future growth. Your recognition of that and your support for the nation's transportation needs over the years are much appreciated.

Again, thank you for the opportunity to discuss Illinois' transportation funding concerns.

TESTIMONY OF
LEWIS M. COLLENS
ILLINOIS INSTITUTE OF TECHNOLOGY
SUBMITTED FOR THE RECORD TO THE
SUBCOMMITTEE ON TRANSPORTATION
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES
MAY 7, 1993

I. INTRODUCTION

Mr. Chairman and members of the subcommittee, I am Lewis Collens, President of Illinois Institute of Technology. I welcome the opportunity to testify before you today about rail research, education and training from the viewpoint of IIT.

II. BACKGROUND ON IIT

Illinois Institute of Technology is located in Chicago - the transportation hub of the nation. Since 1890, IIT has prepared students from all walks of life for careers in the professions, in an array of engineering and science specializations, architecture, design, law and business. Today IIT and its affiliated IIT Research Institute provide research and education services that develop and apply the talent needed to solve problems in areas of national significance: manufacturing competitiveness, environmental and health, transportation, energy, advance materials and processes, and food safety.

III. IIT CAPABILITIES IN RAIL

In particular, IIT offers a critical mass of people, programs and facilities focused on rail research, education and training. We have a staff that includes software developers, technicians, faculty and support personnel at IIT and IIT Research Institute who are dedicated to rail research, education and training. These activities meet the needs of the rail industry and government by:

* Improving our understanding of the dynamics of rail vehicles and the characteristics of adhesion, wear and lubrication applied to vehicle/rail interaction to reduce damage and noise pollution, as well as improve energy efficiency

* Improving locomotion by laboratory simulation and testing

* Improving rail safety by conducting wheel and track gauge-widening research

* Accommodating the research facility needs of the Association of American Railroads Technical Center, located on the IIT campus

* Managing the only FRA-sponsored, state-of-the-art locomotive simulator with full motion capability, as well as other special task simulators, to meet the training needs of the rail industry

* Developing and providing customized, simulator-based training programs and simulator training systems, with the latest in visualization hardware and software, for FRA, AMTRAK, and other railroads (both major carriers and short lines)

* Supporting the development of an advanced train control system for a consortium involving a major rail equipment developer and a Class I railroad

* Testing new locomotive operating and safety equipment

* Developing and delivering high quality instrumented wheel sets for the Federal government at its rail testing facilities in Colorado

* Offering a consolidated library of rail information, as well as developing a railroad computer simulation laboratory

In short, IIT has a well-established record in exploring the frontiers of research applied to rail needs and creating effective rail education and training programs. We were the first university to develop a course in high speed ground transportation; and we have also developed over 30 monographs and videotapes in rail technology management and operations.

Other areas of technical expertise with rail application include noise and odor studies, assessment of electromagnetic effects, environmental remediation, interior air quality, fuel atomization research and advanced materials research. Specific to education and training, IIT is applying the multimedia classroom concept and remote education technology to integrate the latest available information technology and thereby improve teaching effectiveness and the quality of the learning experience.

IV. NATIONAL SIGNIFICANCE OF RAIL RESEARCH, EDUCATION AND TRAINING

There are compelling reasons for the Federal government to invest more significantly in rail research, education and training. These reasons are shaped by business opportunity, the prospect of enhanced economic growth and the renewed conviction by the general public and commercial users that the future of transportation must include a stronger rail sector. Indeed, our global economic competitiveness in the 21st century depends on it -- our studies on economic growth in other countries point to a rapid expansion of trade and commerce wherever high speed rail is well developed.

Viewed from our perspective at IIT, increased rail research, education and training is a critical element in this new transportation agenda for the following reasons:

* As part of the intermodal mix of transport services, a safe, well-maintained and user-friendly rail network offers efficient movement of people and goods with reduced congestion, conservation of energy and protection of the environment, lower investment in infrastructure maintenance, and improved access for many who have limited access without a well-developed rail network.

> -- According to an unofficial estimate by the U. S. Office of Technology Assessment, the current costs of congestion are at least equal to the amount that all levels of government collectively spend on highways each year. Flight delays cost airlines and businesses at least $5 billion annually in the U. S. An expanded role for rail would mitigate this problem and reduce the need for new airports. Rail requires far less physical space than highways or airports, thus reducing land acquisition costs, and displacing fewer homes, jobs and natural resources.
>
> -- Despite the public attention given to prominent rail accidents, passenger rail is nearly 18 times more safe than automobile travel. The U.S. Highway Administration estimates that the cost of U. S. road accidents in 1988 was $358 billion.
>
> -- Studies indicate that rail transportation creates less noise than airports or highways. Excessive noise produced by automobiles and airplanes has a greater and more pervasive adverse impact on hearing, stress and interference with daily activity for those located in the proximity of the highways or airports.
>
> -- Rail transportation saves energy, because it is eight times more energy efficient than automobiles and twenty times more efficient than airplanes. Increased use of rail transportation will thus reduce foreign oil imports and improve the trade deficit. Lower energy use also translates into less air pollution.
>
> -- Rail transportation is an attractive option for people who do not or cannot drive. The United States has 10 million households without a car.

* Rail technology development -- such as high-speed rail and mag-lev, real-time system control, fail-safe and reliable vehicle operation, high performance materials and information displays -- can be a new focal point to transfer and convert much of the knowledge, research and technology base that has supported our aerospace and defense industries over the past forty years

* New competitive manufacturing approaches in a variety of industries from automobiles to agriculture require "just-in-time" delivery of goods based on a reliable intermodal distribution network with complete data management capability that must include rail

* Development of new or existing rail right-of-way for such ventures as high-speed rail offers opportunity for economic development in rural areas (compared to the point-to-point, and hence more concentrated, impact of airports)

* The long term emergence of an economically united North America (i.e., Canada, the United States and Mexico) that will compete on a par with the European Economic Community and Asia, demands an efficient, interconnected rail network.

Safety is a common denominator that is pervasive in addressing this agenda, requiring a balanced attention to people, track and equipment. Through sustained and significant attention to safety -- supported by research, new technology application and the training of engineers and inspectors -- the rail industry and the FRA can strengthen the role and responsibility of the rail network as a national asset for economic growth.

V. THE IIT RAIL ACADEMY

The IIT Rail Academy advances these national interests by creating a common ground for the FRA, academia and industry to focus on critical technical issues that can be advanced through cooperative effort. The Academy offers a range of programs in research, education, training, technology transfer and management support. The Academy programs outlined below illustrate the range of expertise and commitment of the IIT Rail Academy to the critical issues facing an expanding rail infrastructure:

Research

Program Focus

* Strategies for the safe and profitable operation of short lines and rural operations

* High speed rail safety assessment and planning

* Interaction of wheel and rail for heavy haul, and the associated wear, lubrication and energy efficiency effects for Class I and regional lines

* Increased productivity of locomotive operations.

Recent Accomplishments

* In collaboration with Caterpillar and Peoria Locomotive Works, the IIT Rail Academy has analyzed the engineering characteristics (power, performance, auto-carrying capability) needed for the operation of high speed locomotives based on the best available U.S. technology.

* At the request of a major railroad, the IIT Rail Academy has undertaken a performance and techno-economic assessment of high speed freight trains operating in the range of 70 to 100 miles per hour, including analysis of engineering feasibility and cost-benefit characteristics, with the objective of improving both performance and profits.

* Working with Texaco, the IIT Rail Academy has been involved in an analysis of energy-saving consumable lubricant performance for a new environmentally-safe, top-of-the-rail lubrication system.

* For General Motors - Electromotive Division, the IIT Rail Academy has continued research in new methods for enhancing adhesion, in order to produce a greater pulling capacity, and hence capital performance, for locomotives.

* For General Motors - Electromotive Division, the IIT Rail Academy has evaluated the effect of locomotive wheel material selection on locomotion performance.

* The IIT Rail Academy has been focusing its attention with FRA on the issue of high speed train crashworthiness, and the R&D and associated standards that may be necessary to introduce high speed rail into the U.S. on a large scale

* In conjunction with the FRA, the American Association of Railroads, and General Motors, the IIT Rail Academy has been studying the characteristics of high-adhesion locomotives, and in particular, three-phase AC traction for high speed locomotives.

Education

Program Focus

* Short courses and seminars, certificate programs and degree programs:

  -- For those choosing a career in rail transportation

  -- For rail professionals in government and industry seeking to advance their knowledge of critical rail-related issues and technologies

* Undergraduate and graduate curriculum enhancement focused to rail transportation.

Recent Accomplishments

* The IIT Rail Academy has updated two undergraduate courses: High Speed Ground Transportation, and Railroad Engineering.

Training

Program Focus

* Assistance to the FRA in training FRA and state inspectors

-- to achieve a consistent level of inspection proficiency across a variety of specializations (such as signalling, maintenance-of-way, vehicle structures, hazardous materials and failure analysis

-- to maintain proficiency in the emerging technologies of rail transport

-- to possess sufficient background on the business of rail transport

-- to manage environmental aspects of rail regulation

-- to appreciate the full dimensions of locomotive engineer training programs.

* Training of short line operators (including those in rural areas):

-- to plan for safety compliance and engineer certification

-- to plan for environmental compliance

-- to apply the latest tools in computer record management to meet the requirements of the FRA and state governments, as well as major railroad customers and suppliers.

Recent Accomplishments

* The IIT Rail Academy has completed three training projects for the Federal Railroad Administration Inspectors on the IITRI rail simulator.

* There are two FRA projects currently being implemented by the IIT Rail Academy to develop and deliver entirely new courses: Advanced Locomotive Safety and Advanced Power Brake Safety. These courses offer perspectives on the state-of-the-art in rail technology from design, test, performance and inspection perspectives.

Technology Transfer

Program Focus

* Create course modules, monographs and videotapes that can be delivered at various sites around the country

* Conduct performance studies and information reviews to assure that the best available safety information and technology is shared with the industry to achieve a common level of understanding

* Identify, monitor and assess the technical, business and regulatory feasibility of innovative technologies emerging from small businesses, universities and federal laboratories that have application to rail

* Create a comprehensive rail research and technology library and safety information database

* Provide assistance to the rail industry and government through computer simulation laboratory activities.

Recent Accomplishments

* A library has been created to serve as a central access point for information about research focused to rail transportation, including a special collection on vehicle/track interaction studies.

* The IIT Rail Academy has performed computer simulations of rail operations for addressing performance problems faced by short line railroads, focusing on route and traffic analysis.

Management Support

Program Focus

* Marketing research on the technology, business and safety needs of the industry

* Integration of technology and operations for improved performance and safety

* Joint programs with rail, truck and ship operators and government officials to support the synergy of these transportation modes.

Recent Accomplishments

* Through the sponsorship of the U.S. Trade and Development Program, the IIT Rail Academy has completed a rail operation and management study (including site visits) for eight African countries, which is now being followed by implementation of a program to improve their operations and promote trade between the railroads in these countries and the United States.

IV. SERVING THE NEEDS OF THE FEDERAL RAILROAD ADMINISTRATION AND THE ECONOMY

Throughout the past decade, the FRA and IIT Research Institute have proven that we can work together to create a unique capability dedicated to rail training and rail safety. The initial investment that the FRA and Congress made ten years ago in a full-scale locomotive simulator has created an unmatched resource at IITRI for rail simulation training. This capability is recognized by railroads throughout the world as the most sophisticated simulation tool available today for training locomotive engineers and for developing performance testing standards.

In response to pressing national needs expressed by the FRA and Congress, IIT is building on this record of world-class accomplishment. We are focusing our expertise to the task of providing integrated research, education and training programs that assure a safe rail infrastructure, based on today's technology as well as that emerging for the future. Our continuing commitment is to serve the FRA and industry through the following agenda:

* Assist the FRA in rail research, development, testing and training, including crashworthiness, energy efficiency and other aspects of high speed rail locomotives in particular

* Assist railroads, particularly short line operations, to comply with new and changing requirements

* Create and maintain a broadly accessible database of information about trends in safety research, technology and equipment throughout the world

* Provide facilities and support for inspector training programs

* Develop and implement new inspector training programs with the FRA

* Facilitate the development of certification and performance testing standards

* Provide a forum for state and local officials to engage in continuing constructive dialogue with the FRA and industry.

VII. CREATING A STRONG GOVERNMENT/ACADEMIC/INDUSTRY PARTNERSHIP AT IIT

Through its success in starting up the IIT Rail Academy and engaging state government and industrial support, IIT has demonstrated its commitment to serve the FRA, the states and the rail industry as a center for research, education and training. Our long-standing rail programs and our location at the transportation center of the U.S. underscore our ability to implement programs and deliver services that have an impact on the improvement of our infrastructure.

The State of Illinois has invested $200,000 in the IIT Rail Academy. The Academy has also benefitted from the membership commitment of the following firms:

- General Motors - Electromotive Division
- Atchinson Topeka and Santa Fe Railroad
- Consolidated Rail Corporation
- Wisconsin Central Railroad
- Union Tank Car Co.
- Texaco Corp.
- Rank Precision Co.

IIT is working to significantly expand membership to include several other railroads and transportation-related firms. The Academy is working with these companies on research and development projects and training programs for the overall benefit of the industry. The Academy has also been responsive to requests for information and analysis from the press on issues of national importance, such as national strikes and serious rail accidents.

The IIT Rail Academy has also benefitted from the professional dedication of a limited faculty and staff, who have invested significant time and effort to leverage the available resources to achieve the greatest possible return to the Academy. Nevertheless, limited resources have thus far constrained the Academy from expanding to achieve its potential as quickly as the needs and demands have developed for its services.

This suggests that additional, significant funds must be applied to the IIT Rail Academy in a balanced and appropriate fashion to the areas of research, education, training, technology transfer and management support. This includes an augmentation of the faculty in the following areas: Mechanical Engineering, Civil Engineering, Electrical Engineering, Computer/Operations, and Management. This funding will also support undergraduate and graduate students to develop the future talent needed to address the broad, interdisciplinary scope of rail transportation research, technology and application needs. Laboratory facilities and library resources will also be enhanced through this funding.

This is an opportune time for the Federal Government to enhance the resources of the IIT Rail Academy by investing in its further growth and development for the benefit of the FRA and the rail industry. Recognizing the national significance of our research, education and training objectives directed to strengthening the rail transportation infrastructure of our nation, we request that the Federal government give serious consideration to investing $2 million in the IIT Rail Academy for Fiscal Year 1994. At the same time, to leverage this Federal investment, IIT will garner matching funds from other sources. This will solidify the partnership between government, industry and academia to serve the needs of all three in a coordinated, collaborative fashion.

Statement of

Commissioner Wayne Shackelford
The Georgia Department of Transportation

for the
House Appropriations Subcommittee
on Transportation

Fiscal Year 1994
budget request

The Georgia Department of Transportation
Fiscal Year 1994
budget request

The Georgia Department of Transportation appreciates the opportunity to submit testimony to the House Appropriations Subcommittee on Transportation and Related Agencies in support of funding priorities within the state of Georgia.

The Department has worked in good faith to comply fully with the investment criteria provided by the Subcommittee on Transportation, and the Department will be pleased to furnish any additional information the Subcommittee may need to evaluate the merits of the Department's Fiscal 1994 funding requests.

Overview

Consistent with the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Georgia Department of Transportation has developed a comprehensive state-wide program of intermodalism and integration. Topping our list is the Atlanta Multi-Modal Passenger Terminal. When completed, this terminal will be a model of the interface of regional buses, commuter and inter-city rail, transit and landside commercial aviation. Such a broad-based facility will ensure the Atlanta regional area will be able to accommodate the wide variety of transportation needs which support economic and social development in this high-growth area of the country.

While the ability to accommodate increasing volumes of commuters into the Atlanta regional area will be greatly enhanced by the Atlanta Intermodal Terminal Facility, its impact will be strengthened by the continuation and expansion of work in Intelligent Vehicle Highway Systems (IVHS). Therefore, the Georgia Department of Transportation requests priority funding of the Advanced Traffic Management System (ATMS). This is state-of-the-art technology which both informs the traveling public of traffic conditions and advances public safety through the rapid dispatch of incident management vehicles which assist travelers and remove stalled or accident vehicles detected by the surveillance system. The Georgia Department of Transportation feels it is in the best public interest to extend current operations outside of the I-285 corridor to reach the suburban Atlanta area where congestion starts. Expansion of the ATMS will also permit a larger return of public investment and provide a more comprehensive traffic management strategy for the 1996 Olympics.

In addition to future site planning, the Georgia Department of Transportation makes a firm commitment to the preservation, maintenance, and upgrade of existing transportation facilities. Toward this end, the fiscal 1994 budget request highlights one project from three primary surface transportation areas: bridge, highway, and rail. The projects for which the Department requests funding are: the Sidney Lanier Bridge Replacement Program, the Lake Lanier Access Road Project, and the Local Freight Assistance Program.

The Atlanta Multi-Modal Passenger Terminal

The Atlanta Multi-Modal Passenger Terminal facility embodies the movement within the state of Georgia to actualize the intermodal goals set forth by Congress in the Intermodal Surface Transportation Efficiency Act of 1991. Upon completion, the Atlanta Terminal Facility will serve upwards of 5.5 million passengers annually as a point of connection for air, rail and bus facilities. (A detailed analysis of patronage projections in included in Appendix I-A).

The city of Atlanta is a focal point of the southern region's transportation and shipping activities, acting as a hub for both national passenger and freight as well as international transport. (A detailed map of rail services, both current and projected, is included in Appendix I-B) In addition, Atlanta has been chosen the site of the 1996 Summer Olympic Games. The availability of integrated transportation facilities within the metropolitan area will provide not only increased efficiency in meeting commuter needs, but will serve as a model of our national commitment to an intermodal approach to transportation management.

Preliminary studies estimate the construction and operation of the Atlanta terminal facility would result in an economic impact of more than $400 million and the creation of 8,000 jobs. (A detailed economic impact analysis is included in Appendix I-C). The central location of the facility would provide immediate access to the southern Central Business District of Atlanta as well as destination points serviced by the Metro Atlanta Rapid Transit Authority (MARTA) which include Hartsfield International Airport. To expedite air travel and enhance the multi-modal aspect of the terminal, airline baggage and ticketing facilities are proposed within the terminal site.

To the east of the proposed facility is the MARTA Five Points rapid rail station and Atlanta's popular downtown shopping and entertainment facility, Underground Atlanta. To the west lie the new Georgia Dome, the

Georgia World Congress Center, and the Omni Arena. To the South lies Atlanta's proposed new Federal Building. (A detailed site map is included in Appendix I-D).

A feasibility study for the Atlanta Multi-Modal Terminal was funded by Congress and funding was included in the Intermodal Surface Transportation Efficiency Act of 1991 and in the Fiscal 1993 Appropriations for the design and engineering phases of construction. A design detail from this study is included in Appendix I-E. This study also included an analysis of regional alternatives which may be found in Appendix I-F).

On the state level, matching funds have been obligated and the Georgia Department of Transportation, in partnership with local entities, is initiating design and engineering for the terminal site. Total cost for the Atlanta terminal is estimated at $125,000,000 (One-hundred twenty-five million dollars). The Georgia Department of Transportation requests $100,000,000 (One-hundred million dollars) to be distributed over three years with $40,000,000 (40 million dollars) in each FY94 and FY95 and $20,000,000 (20 million dollars) in FY96.

Intelligent Vehicle Highway System (IVHS)
Advanced Traffic Management System (ATMS)

As economic and social growth within the state of Georgia continue, ever higher demands are placed on our state's infrastructure. Efficient use of existing and future transportation facilities is of paramount concern to the Georgia Department of Transportation. In response, the Department requests funding in the amount of $61,770,000 (61 million, 770 thousand dollars) to expand the Advanced Traffic Management System (ATMS) beyond the I-285 beltway in order to more ably service the outlying Atlanta areas where congestion begins. (An overview of the proposed expansion plans are included in Appendix II-A).

The ATMS expansion project is comprised of three primary components:

1. Extend the ATMS geographic area from the current I-285 boundary a total of 56 miles outward along five heavily congested corridors into the greater Atlanta metropolitan area.

2. Implement the Advanced Traveler Information System (ATIS) as a communications facilitator.

3. Develop a comprehensive and coordinated Incident Management Program to increase public safety and improve system operations.

Geographic Expansion and Traffic Monitoring

The ATMS project is a comprehensive strategy for monitoring highway congestion, informing travelers of current traffic flows, and dispatching rescue vehicles to remove stalled or accident vehicles, thereby improving public safety and easing congestion.

The current focus of the ATMS is restricted to within the I-285 corridor bordering the Atlanta metropolitan district. Such boundaries fail to adequately address the prevalent traffic patters of suburban travelers and cannot alleviate the traffic congestion which will be created by visitors to Olympic venues outside the I-285 corridor.

The expansion of ATMS outside the current boundaries would facilitate regional interaction and increase mobility within the metropolitan area, especially during the 1996 Olympic Games. Specifically, the geographic expansion of ATMS would ease traffic flows into and out of the Atlanta metropolitan area by targeting suburban travelers approaching potential points of congestion and by availing distant travelers to safer and more incident-free trips through the use of incident management vehicles. Of primary importance in this effort is the expansion of key monitoring and forecasting methods: highway ramp metering systems, urban and suburban traffic surveillance, and highway traffic monitoring.

Advanced Traveler Information System (ATIS)

The ATIS is the framework for transmitting information concerning potential highway congestion, alternate route advisories, severe weather warnings, parking availability and other data to the traveler. Because of its communications role, the ATIS displays must be highly visible, reflect immediate changes, accurately disseminate a variety of data inputs, and appear in a multi-lingual format to adequately accommodate the influx of foreign visitors entering the Atlanta metropolitan area and proceeding to Olympic venues.

The communications system would receive input from traffic sensors, video cameras, the MARTA Control Center, and the Atlanta Transportation Control Center. In addition to these primary sources, the ATIS must accommodate cellular phone input, regional weather reports, arena parking availability and event status. These inputs must then be synthesized and broadcasted on Variable Message Signs, Highway Advisory Radio Stations, and Interactive Graphic Communications Centers in the state's ten regional welcome centers. A key component to the successful dissemination of such information will be the placement of Variable Message Signs every five miles along I-285, one of the most congested metropolitan corridors.

In addition to use by the public sector, access to the communications system could be purchased by private users such as hotels, airports, malls and other central locations throughout the state further expanding this system's sphere of influence and general availability.

Incident Management Program

Incident management is the kingpin of advanced transportation management. Once congestion points are identified or accidents are detected through the monitoring and surveillance systems, the ATMS must be able to act quickly and efficiently to remove traffic flow barriers and assist distressed travelers.

The Incident Management Team would coordinate local police, fire, hazardous materials authorities, and other agencies in a comprehensive effort to address emergencies which may occur on the transportation system. The majority of appropriations in this area will be used to purchase 10 incident management vehicles to assist distressed travelers.

Cost Summary

The initial cost estimates for the Advanced Transportation Management System are:

Geographic expansion and Traffic Monitoring	$56,000,000
Advanced Traveler Information System (ATIS)	$ 5,120,000
Incident Management Program	$ 650,000
total	$61,770,000

Cost of implementing ATMS on these five corridors is estimated at $1,000,000 (one million) per mile, a total of $56,000,000 (56 million). Projected benefits of ATMS have been estimated by the Transportation Research Board as "travel delay reductions of 10 to 25 percent...lower freight costs from more efficient use of trucks, reduced pollutant emissions from reduced congestion, reduced fuel consumption and several hundred lives saved annually." (The Transportation Research Board, Special Report 232, Advanced Vehicle and Highway Technologies, 1991).

Sidney Lanier Bridge

The Port of Brunswick is located in Glynn County, Georgia. Brunswick Port is one of the two primary seaports within the state. The Sidney Lanier Bridge spans the entrance to the Port of Brunswick's harbor. (A detailed analysis of the historic economic impact and future economic projections for the Port of Brunswick are included in Appendix III-A)

The Sidney Lanier Bridge has been hit twice in the past fifteen years, and ten lives have been lost due to these collisions. Congress designated this bridge a hazard to navigation in the 1990 Coast Guard bill and called for its replacement. (A detailed analysis of the threat to public safety and the economic costs associated with ship/bridge collisions is included in Appendix III-B)

A full study of the Sidney Lanier Bridge Replacement Project was prepared for the Georgia Department of Transportation by Greiner, Inc. The study evaluates alternative solutions, costs and cost effectiveness, environmental concerns, alternative solutions and their associated costs, and details the scope of the project. (A summary of this report is included in the Georgia Department of Transportation's FY 94 appropriations request in Appendix III-C).

The Department requests $8,500,000 (eight million, 500 thousand) in federal funds in Fiscal 1994 to continue the first phase of bridge replacement required under the Truman Hobbes Act.

Lake Lanier Access Road

The Lake Lanier access road provides a direct connection from I-985 in Hall County, Georgia to the state owned facilities know as Lake Lanier Islands. Lake Sidney Lanier was constructed by the U.S. Army Corps of Engineers between 1952 ad 1957. It is one of the most heavily visited Corps of Engineers facilities in the United States. The Lake Lanier Islands consist of four major islands covering 1,200 acres with 20 miles of shoreline.

The construction of the Lake Lanier Access Road (the SR347 relocation project) is an on-going project within the Georgia Department of Transportation for which federal funds have been obligated. To date, the Georgia Department of Transportation has received $3,911,000 (three million, 911 thousand) of the estimated cost of $8,019,200 (eight million, nineteen thousand and 200 hundred) in federal funds needed to complete this project.

Original Concept

The original project design for the Lake Lanier Access Road began 1,400 feet west of the I-985 interchange on existing S.R. 347. The project called for the symmetric widening of the roadway for 2,500 feet. The alignment was to then leave the existing roadway and extend westerly for 1.4 miles, crossing S.R. 13, Norfolk Southern Railway and McEver Road, intersecting with the existing S.R. 347 alignment to the Lake Lanier Island facility.

The proposal called for 52 feet of pavement (2-12 foot lanes in each direction with a four foot flush median). The original concept also called for alternate designs which included:

I At-grade intersection at the Norfolk Southern Railway
(or)
II A 76 foot wide bridge to be constructed over the railway.

Because of budgetary constraints within the federal and state governments, the Georgia Department of Transportation has divided the original project into two phases. The first phase [AHL-347(5)] from State Route 365 to Shoreline Drive, is scheduled to be let in April of 1994. This will exhaust the state's funding allocations for the Lake Lanier Access Road.

New Plan

The new divided plan consists of limiting the project length from the original starting point (1,400 feet west of the I-985 interchange) to a point just northeast of Shoreline drive. The project will follow the alignment as proposed in the original concept. At grade intersections will be constructed at S.R. 13 and at McEver Road. A 44 foot wide bridge will be constructed over the Norfolk Southern Railway. Phase I will only include construction of two lanes on four lanes of right of way.

The second phase will complete the original concept. Phase I will be widened to 52 feet of pavement (2-12 foot lanes in each direction with a four foot flush median). The bridge over Norfolk Southern Railway will be widened to 76 feet.

The Department is requesting $2,600,000 (two million, six hundred thousand) in federal assistance to complete construction on this access road.

Local Freight Assistance Program

The Georgia Department of Transportation recognizes the importance of a national freight program to assist local communities in maintaining and expanding rail facilities. While the program was authorized by Congress for FY94 at a level of $30,000,000 (30 million), no funding has been included in the Administration's budget request for this coming fiscal year. The Georgia Department of Transportation has included a summary and recommendations report which was prepared by Wilbur Smith Associates detailing the Georgia rail system, its needs, and economic impacts on the state. (A copy of this report is included in Appendix IV-A).

The Georgia Department of Transportation requests full funding of the Local Freight Assistance Program.

Summary of Request

Atlanta Multi-Modal Terminal Facility
  $100,000,000 over a three year period to be distributed:
    FY94: $40,000,000
    FY95: $40,000,000
    FY96: $20,000,000

Advanced Traffic Management System (ATMS)
  $61,770,000 for expansion beyond the I-285 beltway

Sidney Lanier Bridge
  $8,500,000 for bridge replacement

Lake Lanier Access Road
  $2,600,000 for continuation of project

Local Freight Assistance Program
  The Georgia Department of Transportation recommends full funding of this program.

STATE OF GEORGIA
OFFICE OF THE GOVERNOR
ATLANTA 30334-0900

Zell Miller
GOVERNOR

May 11, 1993

Congressman Bob Carr
Chairman
Committee on Appropriations
Subcommittee on Transportation and Related Agencies
United States House of Representatives
Washington, DC 20515

Dear Mr. Chairman:

The Atlanta Multi-Modal Passenger Terminal is one of our highest transportation priorities within the state of Georgia. With the potential to service in excess of 5.5 million passengers annually, resulting in a $400 million economic impact for the state, the implementation of this facility will enrich the lives of individuals throughout the southeast. Georgia is prepared to obligate matching funds for this project, and the Department of Transportation, with local participation, is initiating design and engineering for the terminal site. The total cost of the Atlanta terminal is estimated at $125,000,000. We are requesting $100,000,000 in federal assistance to complete this project in time for the 1996 Summer Olympics in Atlanta.

Of particular importance is the terminal's potential to bring together many diverse forms of transportation under one roof in order to encourage the environmentally sound practice of public transportation use. While Georgia's current infrastructure is an ambitious and far-reaching system of highways, rail, airports, bridges, and ports, we in Georgia embrace the visionary goals of intermodalism set forth in the Intermodal Surface Transportation Efficiency Act of 1991. We hope the Atlanta Multi-Modal Passenger Terminal will be given serious consideration by the Appropriations Committee as a model of this new vision.

I appreciate your past assistance and look forward to the successful completion of this worthwhile project.

Sincerely,

Zell Miller

cc: Congressman William H. Natcher
Chairman, Committee on Appropriations

OFFICE OF LIEUTENANT GOVERNOR
240 STATE CAPITOL
ATLANTA, GEORGIA 30334
(404) 656-5030

PIERRE HOWARD
LIEUTENANT GOVERNOR

May 12, 1993

Honorable William H. Natcher
United States Congressman
Chairman, Appropriations Committee
United States House of Representatives
Washington, DC 20515

Dear Chairman Natcher:

Please accept this letter in support of the Atlanta Multi-Modal Passenger Terminal. I join with many other state and federal officials in Georgia in expressing my sincere desire to see this valuable project move forward.

Consistent with Congressional priorities outlined in the Intermodal Surface Transportation Efficiency Act of 1991, the Atlanta Multi-Modal Passenger Terminal facility will integrate bus, commuter rail and the intrastate rail system, expanding access to regional airports, businesses, sports facilities and downtown cultural events. Furthermore, the proposed Atlanta terminal facility will serve as a visible symbol to the world during the 1996 Summer Olympics of our state and our country's commitment to continued investment in infrastructure and continued concern about our environment.

As you know, rail transportation has played a vital role in the economic growth of the Atlanta regional area. With over 5,000 miles of rail in Georgia, our state and region's economic and social progress depend heavily on the continuation and expansion of these valuable rail facilities.

Thank you for your consideration of this project and for all you do to set much needed priorities in the federal budget.

Sincerely,

Pierre

Pierre Howard

PH:bg
cc: Honorable Bob Carr

Comments by:
George J. Ryan, President
Lake Carriers' Association

SUBCOMMITTEE ON TRANSPORTATION HOUSE COMMITTEE ON APPROPRIATIONS

* * *

U.S. COAST GUARD APPROPRIATIONS HEARING
APRIL 20 & 21, 1993

The owners of U.S.-flag ships on the Great Lakes with the full support of the iron ore industry of Minnesota and Michigan and the steel industry in Illinois, Indiana, Michigan, Ohio, and Pennsylvania urgently request that you reject the U.S. Coast Guard plan to decommission and scrap the most valuable ice-breaking asset in the Great Lakes -- the U.S. Coast Guard Cutter MACKINAW.

As you will note in Attachment A, the MACKINAW was essential in our efforts to move over 2.6 million tons of cargo to the nation's steel mills, electric utilities, and other major employers. The MACKINAW opened and maintained the most vital shipping lane in the Great Lakes -- the St. Marys River and, thus, assisted 144 ship transits in the past month. This job could not be carried out by the U.S. Coast Guard without the MACKINAW. The remaining ice-breaking assets, five 140' tugs while capable vessels, cannot carry out the ice-breaking mission on the Great Lakes.

The retention of the MACKINAW is a jobs issue. Its operation affects the commerce of the United States because it positively impacts the industrial support infrastructure. The U.S. Coast Guard plans to scrap this vessel and offers no plan to carry out the essential Great Lakes ice-breaking mission. In Attachment B we outline our position on why the MACKINAW is needed. The MACKINAW has performed very well in recent years to assist commerce and to protect the environment. The MACKINAW must be retained in operation.

We ask Congress to authorize and appropriate fund for the operation of the icebreaker MACKINAW in FY94 and in future years. To do otherwise would be to the detriment of Great Lakes shipping, America's steel industry, and iron ore mining industry.

04/19/93
Attachment A
Attachment B

Attachment A

Lake Carriers' Association

POSITION PAPER

IMPORTANCE OF THE USCG CUTTER MACKINAW IN BREAKOUT OF THE FLEET
SPRING 1993

Between March 21 and April 8, 1993, the MACKINAW opened and then maintained the shipping lanes so vessels could transit the Soo Locks 144 times and move 2,625,416 tons of cargo to the nation's steel mills, electric utilities, and major employers. During this period, the MACKINAW provided 66 hours of direct assistance to 13 vessels and 210 hours to facilitate transits of the other vessels -- 13 of which were in convoy operations. Prior to April 1, 42 vessel transits were made through the Soo Locks and vessels carried just a tad less than 800,000 tons of iron ore.

The U.S. Coast Guard Cutter MACKINAW spent 4 days during the week of March 15, 1993, establishing tracks in the lower St. Marys River prior to operation of the Soo Locks on March 21. This advanced planning and operation paid excellent dividends as the first vessels to transit the St. Marys had minimal difficulties negotiating the turns in the channel. Ice thickness was up to 24 inches in the lower River at Lime Island. While ice of this thickness may not preclude progress by the Coast Guard 140-foot-long icebreaking tugs, it's a virtual certainty that they could not escort 700'-1000' commercial vessels in these conditions.

Late on the afternoon of March 19, the MACKINAW locked through the Soo Locks upbound to break the necessary track through roughly 40 miles to Whitefish Point in Lake Superior. Ice thickness here also approached 24 inches, with some more significant thicknesses where rafting had occurred. As a result of this thorough track preparation, the first downbound vessel, carrying almost 58,000 net tons of iron ore pellets, was able to make a near routine transit downbound on its voyage to Gary, Indiana.

The track in Lake Superior stayed intact for a little over a week before gale force winds again required MACKINAW's attention in assisting ice-beset vessels, but in the interim, a vessel bound for Marquette, Michigan, became beset over 30 miles from its destination, and MACKINAW was utilized to free the ship so it could continue its transit to Marquette. This assist enabled the freighter to load and deliver 24,000 tons of iron ore for Wheeling-Pittsburgh Steel in Wheeling, West Virginia.

From April 1 to April 8, MACKINAW was engaged in track maintenance in the St. Marys River, both above and below the Locks, until its presence was required in Lower Lake Huron where strong northerly gales had compacted roughly 60 miles of ice into the southernmost 25-30 miles, and vessels were again becoming beset Through the MACKINAW's capabilities in hundreds of square miles of ice which had compressed and "windrowed," vessel movement to Michigan, Ohio and West Virginia steel plants were again restored.

IMPORTANCE OF THE USCG CUTTER MACKINAW IN BREAKOUT OF THE FLEET
SPRING 1993

The MACKINAW and other Coast Guard vessels are of particular importance in opening lanes and providing direct assistance to tank vessels delivering oil and other liquid products to Michigan and Ontario cities during the winter. While the Locks are closed, double-hulled tankers still deliver petroleum products to local communities. Between January 15 and March 21 when the Locks were closed, 140' icebreakers assisted in three tanker transits of the St. Marys River. Prior to April 3, when no further ice-breaking assistance was need in the Mackinac Straits, the MACKINAW assisted 11 vessels -- including 7 tank vessels.

By mid-April ice flowing down the St. Clair River, which connects Lake Huron and Lakes Erie, had jammed in the lower St. Clair, making ferry operations between the mainland at Algonac and Harsens Island, Michigan, come to a standstill. The MACKINAW was sent to see if assistance could be rendered. There was little the icebreaker could do because there was nowhere for the ice to move because it was grounded and jammed by the shallow 6-foot water of northern Lake St. Clair. The passage of the MACKINAW did help break up the ice and keep some of it flowing down the main navigation channel.

The prime alternate U.S. icebreaking resources are the Coast Guard icebreaking tugs of which there are five stationed on the Great Lakes. While the MACKINAW was deployed in the St. Marys River and Whitefish Bay, vessels which had wintered in Lake Erie left Pennsylvania and Ohio ports on their first journeys north for loads of raw materials. The Coast Guard icebreaking tugs were heavily relied on to move this traffic, but they began suffering engineering casualties which rendered one tug totally inoperative for further icebreaking after March 25. Another was out of service first with a generator problem then later with a thrust bearing casualty for 8 days out of 10. Consequently, during the most critical period of trying to move vessels in ice at the start of the season, the Coast Guard had 40 percent of its icebreaking tugs inoperative. **If it had not been for the MACKINAW, the Coast Guard would not have been able to accomplish its icebreaking mission.**

04/19/93

Attachment B

Lake Carriers' Association

POSITION PAPER

CONTINUED OPERATION OF USCG CUTTER MACKINAW ON THE GREAT LAKES

APRIL 1993

Lake Carriers' Association - Position Paper *April 1993*

CONTINUED OPERATION OF USCG CUTTER MACKINAW ON THE GREAT LAKES

EXECUTIVE SUMMARY

The U.S. Coast Guard icebreaking cutter MACKINAW is so essential to the economic vitality of the United States that it must not be decommissioned. The fixed navigation season of March 21 - January 15 through the locks at Sault Ste. Marie, Michigan, will be imperiled if the MACKINAW is decommissioned.

The MACKINAW is a unique vessel with icebreaking capabilities that cannot be matched by other Coast Guard or commercial icebreakers. The MACKINAW is the only icebreaker on the Lakes powerful enough to reliably clear channels clogged with 10-, 12-foot brash ice or 12-foot-high windrows. Experience has shown that the Bay-class tugs are ineffective when brash ice is deeper than 3-4 feet.

The MACKINAW is also the only Lakes icebreaker that has been powerful enough to clear the ice jams that have twice last decade clogged the St. Clair River and threatened severe flooding in addition to delays to commercial navigation. The MACKINAW is the only Coast Guard cutter with the "seakeeping" capabilities to perform Search and Rescue missions when gale force winds bring 20-25- foot waves. The Bay-class tugs would seldom if ever be able to accomplish a Search and Rescue mission under these conditions.

The devastating recession of the early and mid-80s necessarily reduced the need for icebreaking assistance from the MACKINAW during those trying times. However, as Great Lakes industries have emerged from the recession, the need to sail before April and into January has become critical to their continued viability. In this now global economy, Great Lakes shipping and its customers must avail themselves of every efficiency. That means early and late-season sailing to keep stockpiling costs to a minimum. In periods of peak demand, early-and late-season sailing is also necessary to deliver current production from the iron ore mines.

There are no viable alternatives to early- and late-season sailing. With virtually no excess capacity in the fleet, additional iron ore cannot be transported in the summer months. The cost of building additional ships is prohibitive in these post-recession times. Even if the railroads had the rolling stock to carry the steel industry's ore requirements, the increased costs would negate many of the very efficiencies that have produced the industry's rebound.

American labor stands to lose thousands of jobs in mining, shipping, and production if steelmakers experience ore shortages or lessened competitiveness as the result of using more costly transportation modes and suppliers.

All these negatives come at a time when restructuring of the American steel industry has made it fully competitive in its home market on both a cost and quality basis. Also, the United States government has recently imposed tariffs on "dumped" foreign steel. These tariffs should produce a more level playing field and increase production at domestic steel mills.

Millions of tons of iron ore and other cargos need to move before April 1 and after December 15. At stake is the efficient operation of 70 percent of the nation's steel making capacity. To strip the Lakes of its only proven icebreaker is tantamount to surrendering the nation's industrial might to overseas producers. **The Coast Guard must keep the MACKINAW in service to assure industry that vital cargo can move at the beginning and end of the Lakes navigation season.**

CONTINUED OPERATION OF USCG CUTTER MACKINAW

STATEMENT OF POSITION

The U.S. Coast Guard icebreaking cutter MACKINAW is so essential to the economic vitality of the industrial mid-West (and therefore the nation) that it must not be decommissioned. Barring an unforeseen collapse in the economy, millions of tons of cargo will have to move on the Lakes before April 1 and after December 15. There are no alternatives to a 10-month Lake navigation season. (See Attachment 1 -- Iron Ore Shipments on the Great Lakes from U.S. Ports before April 1 and after December 15.)

BASIS FOR TESTIMONY

The opinions and conclusions presented in this paper are not based on theories or textbook models. The positions taken reflect experience gained during the movement of more than 26.1 million tons of cargo during the Navigation Season Extension Demonstration Program in the 1970s and nearly 40 million tons of iron ore since the Extended Season navigation period was implemented in 1980.

THE ROLES OF THE MACKINAW AND ITS CAPABILITIES VERSUS THE BAY-CLASS TUGS

The MACKINAW does not merely assist commercial navigation by opening channels. Nor does it just provide the Great Lakes states with the equipment needed to prevent flooding in the St. Marys, St. Clair, and Detroit Rivers. The MACKINAW assures the American iron and steel industries and Great Lakes power plants dependent on western coal that the infrastructure to ship and receive cargo in early March and late December/early January exists. Operation of the MACKINAW assures American labor that they will have mining jobs in Minnesota and Michigan, steelmaking jobs in Indiana, Michigan, Ohio, Pennsylvania.... The MACKINAW's operation assures the American people that they will have a domestic steel industry capable of providing defense industries with the finished steel for the weapons needed to defend the nation.

The MACKINAW is a unique vessel with icebreaking capabilities that cannot be matched by other Coast Guard or commercial icebreaking vessels. The MACKINAW is 290 feet long, has a 74.5-foot beam and generates 10,000 shaft horsepower. With a crew of 75, the cutter is able to operate round-the-clock for days on end when necessary.

The MACKINAW's capability for full navigation watches is critical at the close of the shipping season. The cargo that is moving then in the "Head-of-the-Lakes" trade is fighting a deadline -- the locks at Sault Ste. Marie, Michigan, close at midnight on January 15 **regardless of the needs of commerce.** The fleet cannot afford to go to anchor. Vessels must sail 24 hours a day, for the time lost can never be made up.

Without the MACKINAW, the Coast Guard's Lakes icebreaking force will consist of five icebreaking tugs. These tugs are 140 feet long, have a 37-foot beam, and generate 2,500 shaft horsepower. With a complement of only 18 on board, the crew endurance is limited; thus, the time period of operation of these tugs is limited by crew fatigue. The tugs must stop for periods to allow the crew to rest.

CONTINUED OPERATION OF USCG CUTTER MACKINAW

The Coast Guard proposes to use two Bay-class tugs operating in tandem to open channels for 105-foot beam ore carriers (of which there are 14 on the Lakes; 11 other vessels have beams ranging from 75 to 92 feet). This plan is feasible **only** in moderate ice; the two tugs cannot match the **proven** ability of the MACKINAW in 10-, 12-foot-thick brash ice or in breaking through the 12-foot-high windrows of ice that build up in the Straits of Mackinac, Whitefish Bay, and other locations that must be transited.

The ice figures cited in the preceding paragraph are not exaggeration. Heavy brash ice, almost as deep as the channel, is not uncommon in the rivers. The MACKINAW is the only icebreaker on the Lakes with a total displacement sufficient to clear channels clogged almost to the bottom. Experience has shown that the 140-foot tugs are ineffective when brash ice is deeper than 3, 4 feet.

Near channel-filling brash ice occurs in turns and straightaways alike. Some turns (Johnson Point, Winter Point, Stribbling,...) are 46, 65 degrees. The Bay-class tugs have shown themselves ineffective in assisting a 1,000-footer around such sharp turns. Some straightaways are just feet wider than the 105-foot beam vessels. The tugs limited displacement is not sufficient to clear the narrow channels.

The MACKINAW is powerful enough to break a 12-foot-high windrow in one pass. The tugs would have to back and fill a number of times. By then, the freighter following will have lost its momentum.

In the event of a steering or engine casualty to a cargo vessel, the MACKINAW is powerful enough to render assistance to the large ore carriers, including towing, in winter-like conditions. The low horsepower tugs could render little assistance to a disabled 1,000-foot vessel.

The Bay-class tugs are needed for navigation and flood control in the geographic areas where they are stationed (Sault Ste. Marie, Detroit, Sturgeon Bay, St. Ignace and Cleveland). Weather conditions in the Lakes region are such that storms and Arctic-like cold fronts quickly envelop the entire region. If the Coast Guard orders one Bay-class tug to operate in tandem with another, it removes a tug from an area where it soon could be needed.

The Bay-class tugs are very useful for moderate icebreaking. They are an added asset because of their year-round multi-mission capability. However, they cannot be considered capable of replacing the MACKINAW. Three of the Bay-class tugs experienced serious breakdowns during March and April of this year. One has been idled since March 25; two others lost a combined 8 days because of mechanical failures.

ICEBREAKING TO ASSIST COMMERCIAL NAVIGATION

It has been argued that the MACKINAW has not logged significant operational time assisting commercial navigation in the 80s and early 90s. This is certainly true when compared with the 70s. However, during that decade, carriers and government were co-partners in a demonstration program to determine the feasibility of year-round navigation on the Upper Lakes, i.e., through the locks at Sault Ste. Marie, Michigan. In contrast, the 80s and 90s saw the industrial mid-west racked by two serious recessions.

It must also be recognized that winters are not uniformly severe when measured by ice formation. During some years of the extended season program, vessels were able to operate with minimal assistance from the MACKINAW, but in many winters, navigation was possible only because the MACKINAW was in service. In some winters, navigation had to be assisted by the polar-class WESTWIND in addition to the MACKINAW.

Starting in 1993, a revival has been evident in the steel industry, and, therefore, Great Lakes shipping. Strong demand for iron ore put the first ore carrier back in service on March 16. By April 1, 36 ships were in service, the strongest start in 3 years.

What was the impact of those early sailings? **The 982,000 tons of iron ore that moved in March represented enough product to make the steel used in 940,000 automobiles.**

FLOOD CONTROL

The best examples of the MACKINAW's role in flood control efforts are the ice jams that twice last decade filled the St. Clair River. Northeast winds clogged the River with slush ice 8-feet thick.

In both instances, the MACKINAW was required to lead ice management efforts. The Bay-class tugs proved ineffective for the most part. In fact, the MACKINAW found conditions trying at times. Even with the assistance of the Canadian icebreaker DE GROSSIERE in 1984, the MACKINAW was on scene for 21 days straight.

There was, of course, an impact on commercial navigation. During the 1984 ice jam, more than 90 U.S. and Canadian lakers were idled for periods ranging from hours to several days.

SEARCH AND RESCUE

The MACKINAW is the only Coast Guard vessel on the Lakes with true heavy weather "seakeeping" capabilities. Even when gale force winds generate 20-, 25-foot waves, the MACKINAW can cross Lake Superior or sail from Cheboygan to wherever needed. 20-foot seas would have the tugs' spar awash. The tugs would never even attempt to leave port in such weather conditions. In a severe store, the MACKINAW is the only Coast Guard vessel capable of S&R missions to assist a vessel with a steering or engine casualty.

IMPACT ON IRON ORE INDUSTRY

The North American iron ore industry went through a severe recession in the early- and mid-80s. The number of operating mines fell from 22 to 14. Even those mines that survived had to close for lengthy periods because of weak demand.

In addition to weak demand, the industry faced the threat of overseas suppliers, particularly Brazil, capturing a significant share of the U.S. market. In response, the industry seized every opportunity to increase productivity. Through aggressive cost-cutting, one major producer was able to reduce the operating cost per ton by 33 percent.

Changes in the steel industry, higher scrap prices, and quality advantages afforded by pellets have resulted in the pellet burden increasing to almost 81 percent of the total iron ore consumed in the United States in 1991 (the most recent year for which statistics are available). Of those 70.1 million tons, nearly 50 million tons (70 percent) were carried in U.S.-flag Great Lakes vessels.

The North American iron ore industry is concerned about any event or circumstance that would lead domestic steelmakers to seek overseas sources for pellets. If denied domestic ore, the industry would look to Brazil, Venezuela, and other suppliers.

Since quality pellets cannot be obtained in quantity on the spot market, long-term purchase agreements would evolve. In one instance, this has already happened. In the 1970s, a steel maker was faced with the possible closure of a Minnesota mine because of alleged environmental dangers in the production process. The uncertainty of future ore supplies lead the company to enter into a contractual agreement with a Brazilian mine. Deliveries under that arrangement continue to this day.

A similar scenario can be seen if the MACKINAW is unavailable to keep iron ore moving in December, January, March, and even early April. The lessened demand for domestic ore would have a devastating effect on mining communities in Minnesota and Michigan.

A reliance on foreign pellets would be counterproductive to the recently imposed tariffs on foreign steel. It would be a mockery for the United States to control the amount of foreign steel entering the country, but then encourage imports of iron ore by shortening the Lakes navigation season.

The long-term impact on the domestic steel industry would be negative. Most overseas ore mines produce ore concentrates and fines. Pellets are at a premium. Also, ocean freight rates have increased more than 80 percent since mid-1986. These increased costs for raw materials would reduce domestic producers' ability to compete.

ALTERNATIVES TO EARLY- AND LATE-SEASON DELIVERIES

Casual observers have suggested that early- and late-season deliveries can be avoided by carrying more cargo in the summer months. Even if feasible (which it is not), this notion ignores economic realities. Were a person able to accurately predict December ore needs in June, the cost of stockpiling would put a drain on limited capital.

During periods of peak demand, all efficient tonnage is in service. U.S.-flag carriers no longer have a "stand-by" fleet to speak of. There is only one vessel in the stand-by fleet that has enough carrying capacity to be a viable candidate for conversion to a self-unloader and a return to service.

Building additional capacity is not an alternative. Modern ore carriers take 18-24 months to build. And the cost is significant. The 1,000-footers that were christened in 1981 cost $60-70 million each. It is estimated that a 1,000-footer today would cost as much as $125 million. A financial investment of this magnitude could be undertaken only in conjunction with a long-term haulage contract and higher freight rates which would negatively impact the steel industry.

RAILING IRON ORE TO STEEL MILLS

Steel and the Great Lakes region are almost synonymous; more than 70 percent of the nation's steel making capacity is found in the eight Great Lakes states. Most of these mills are located at waterside. All of the newest mills in the United States are at waterside to take advantage of low cost vessel delivery. Stockpiles are located between the water and blast furnaces.

Waterside steel mills were not designed to receive iron ore via rail cars. To do so would require significant additional trackage being laid, realignment of physical facilities, and installation of raw material transfer equipment. The redesigning of mature facilities would be a logistical nightmare. These additional costs would not be the only disadvantage. Congestion would result as enormous numbers of rail cars loaded with iron ore competed for the same rails used to ship out finished steel. (The 60,000 tons of iron ore 1,000-footers deliver each trip would require seven trains each pulling 101 eighty-five ton cars.)

These are not the only drawbacks to railing ore. American railroads do not have the rolling stock to transport iron ore in the quantities that move on the Lakes (67.1 million tons in 1992). To build a fleet capable of moving this tonnage would require a financial investment justifiable only with a long-term, year-round haulage contract.

Most importantly, steel would again see its raw materials costs increase if forced to rely on rail or other sources. One steel maker estimates that the delivered cost per ton could increase severalfold.

IMPACT ON LABOR

Since iron ore is the primary cargo moving in early- and late-season sailings, the 8,600 miners in Minnesota and Michigan stand to lose the most if product can't move. If steelmakers believe that the loss of early- and late-season sailings will create a shortfall in ore requirements, they will seek the ore elsewhere and reduce production schedules at U.S. mines. Temporary closures, and the resulting loss of wages, would follow.

For example, if the navigation season were reduced by 10 percent, we could assume that pellet production would fall at the same rate. This would cause force reductions in pellet plants and a potential loss of 500 to 600 jobs. Total direct wages lost would be in the $12-15 million range. This direct wage loss does not include the indirect job loss in the service sector estimated to be three or more jobs per employed miner.

The steel industry is increasing turning to "fluxed" pellets, i.e., pellets that contain limestone. It is probable that the many stone quarries in the Lakes region would have to shorten their production periods, again with a resulting loss of wages.

The steel mills that depend on this ore and limestone employ approximately 125,000 people. Some of these jobs become at risk, either from raw materials shortages or reduced competitiveness from higher transportation costs. The domino effect would soon spread to autoworkers, the building trades,....

Another obvious loss of wages would include Great Lakes sailors. On average, vessels carry a crew of 28. In 1993, 36 vessels representing 1,008 jobs were in operation by April 1.

SUMMATION

Despite massive restructuring in the 1980s, the iron and steel industry remains a key player in the nation's economic well-being and defense capabilities. Steel mills in the Great Lakes basin account for approximately 125,000 jobs. The iron ore mines of Minnesota and Michigan employee 8,600 men and women. To compete in this global economy, these industries rely on the efficiency of Great Lakes shipping to deliver their raw materials. Any shortening of the Lakes shipping season will increase the requirements for stockpiling raw materials, an unnecessary and unbearable cost.

The U.S. Army Corps of Engineers has recently proposed a fixed navigation season of March 21 - January 15 through the locks at Sault Ste. Marie, Michigan, to permit maximum utilization of the system. This 10-month navigation season will be jeopardized if the MACKINAW is decommissioned. The MACKINAW is the only icebreaker stationed on the Great Lakes that can accomplish its mission no matter what the ice conditions. The other Coast Guard forces on the Lakes do not have the horsepower, beam or operational stamina to take the MACKINAW's place. Industries dependent on Great Lakes shipping can be assured of a free flow of cargo before April 1 and after December 15 only if the MACKINAW is in service. **THE MACKINAW MUST NOT BE DECOMMISSIONED.**

04/19/93
Attachment 1

Attachment B - Attachment 1

Lake Carriers' Association

Continued Operation of USCG Cutter MACKINAW on the Great Lakes

IRON ORE SHIPMENTS ON THE GREAT LAKES
FROM U.S. PORTS
BEFORE APRIL AND AFTER DECEMBER 15
1980-19930

YEAR	PRE-APRIL 1	POST DECEMBER 15	TOTAL
1980	308,771	3,101,852	3,410,623
1981	121,822	519,362	641,184
1982 (A)	0	419,731	419,731
1983	12,191	1,843,358	1,855,549
1984	515,175	595,080	1,110,255
1985	92,279	1,260,646	1,352,925
1986	200,394	1,585,289	1,785,683
1987	689,083	4,280,104	4,969,187
1988	376,464	4,984,965	5,361,429
1989 (B)	1,077,567	2,557,736	3,635,303
1990	1,220,345	4,309,204	5,529,549
1991	824,215	3,785,328	4,609,543
1992	1,331,243	2,968,115	4,299,358
1993	982,240	---	---
TOTALS	**7,751,789**	**32,210,770**	**39,962,559**

(A) Worst year for Great Lakes shipping since Great Depression.

(B) Corps forced to close Soo Locks on December 28 by environmental criteria since determined invalid.

04/19/93

BEFORE THE SUBCOMMITEE ON TRANSPORTATION AND RELATED AGENCIES

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

TESTIMONY PRESENTED BY
MARK ANDREWS, PRESIDENT
on behalf of
TRANSPORTATION LAWYERS ASSOCIATION

Washington, D.C.
March 31, 1993

TESTIMONY OF
MARK J. ANDREWS, PRESIDENT
TRANSPORTATION LAWYERS ASSOCIATION

I am pleased to have this opportunity to present the views of Transportation Lawyers Association (TLA) in connection with the Subcommittee's consideration of the FY 1994 budget request of the Interstate Commerce Commission. TLA's membership is composed of attorneys in the United States, Canada, Mexico and the United Kingdom who are involved in transportation law. Members of the Association represent a wide variety of interests, including for hire carriers in the surface, air and water modes, private carriers and shippers. Our U.S. members are actively involved in practice before the Interstate Commerce Commission, the Department of Transportation, the Federal Maritime Commission, all of the state regulatory agencies, and of course state and federal courts.

TLA supports the Commission's budget as submitted, which requests an appropriation of $45.466 million and 620 full-time equivalents. Although TLA would prefer the maintenance of current staff levels in order to carry out the Commission's statutory responsibilities, we recognize the logic of the President's call for across the board reductions in federal staffing in order to reduce the deficit. TLA submits that any further reductions, as suggested by some Commissioners, would compromise its ability to carry out responsibly its assigned tasks.

An example of the effect of previous budget constraints upon the Commission's ability to serve the public was furnished by a recent visit to the public file room by one of our members. Out of some six microfiche reader-printers in the office, two were supposedly in working order. The others were no longer working, having been cannibalized for spare parts. The two that were supposedly in working order would not produce readable copies. Consequently it was necessary to hand carry the microfiche to another part of the building to obtain copies of documents.

We are heartened by the Commission's action in recommending an increase in its budget for the purpose of acquiring optical imaging equipment for the Office of Tariffs and also updating the agency's computer hardware and software. This one time increase in expenditures will pay dividends in the long run in more efficient operations. Updating of the Commission's capability in this field is long overdue.

Maintenance of a staff level of 620 FTEs is vital to the Commission's ability to handle the case load in the Office of Proceedings in a timely fashion. There are a large number of motor carrier rate reasonableness court referral cases that must be promptly adjudicated. The Commission is attempting to fashion rate reasonableness criteria which may be applied to many of these cases. The records in these cases are often voluminous, and the issues are complex. In addition, the Commission continues to receive a steady stream of matters in rail finance, rail abandonment and rail construction. All of these matters require considerable staff time. Further staff reductions would be likely to result in a substantial--and ultimately costly--increase in the backlog of adjudications.

It is also essential that the Commission retain a full staff in the Office of Compliance and Consumer Assistance. It is this office which most frequently comes in contact with the public through its field offices. These offices are very thinly staffed, and our members frequently find their telephone calls answered by recording machines.

In our testimony concerning the ICC budget request last year, TLA noted that the Commission lacked the enforcement resources to deal effectively with problems posed by illegal operation of Mexican camionetas, i.e. passenger vans, in cross-border operations. These operations were a threat to the safety of everyone on the highways, including of course their passengers.

We also note that in response to recent concerns voiced by the National Transportation Safety Board and others, the Commission has just commenced a comprehensive investigation of the adequacy of intercity bus service. This is a most timely investigation--one which is particularly vital to the interests of small towns across the United States that have no other viable passenger transportation alternative. Bus service is also vital to the elderly and many citizens who cannot afford other modes of transportation. The conduct of a meaningful investigation into a subject of this importance is impossible without adequate staff resources.

Looking to the future, we note the likely adoption of the North American Free Trade Agreement. Implementation of this agreement probably will result in a huge volume of increased cross-border traffic. Within three years, Mexican truckers will be able to haul international traffic to and from all points in California, Arizona, New Mexico and Texas. After six years, they will be engaged in hauling cross-border freight to and from all points in the United States. While the agreement contains restrictions upon cabotage by Mexican truckers, those restrictions will be meaningless unless the United States retains a realistic enforcement capability. In view of the likelihood of increased traffic and concomitant increased enforcement problems in the future, we submit that it is unrealistic to consider further cutbacks in the Commission's ability to enforce the Interstate Commerce Act and to respond to complaints.

TLA is appreciative of the air of relative harmony which accompanies this year's submission of the budget of the Interstate Commerce Commission, unlike past years when the budget was submitted in a background of Administration advocacy to abolish the Commission altogether. We support the Commission's budget as requested and urge passage of an appropriation accordingly. We will be happy to respond to any questions that the Subcommittee may have concerning any specific matters.

Mark J. Andrews

Mark J. Andrews, President WEK

Amalgamated Transit Union
5025 Wisconsin Ave., N.W., Washington, D.C. 20016-4139
202-537-1645
Office of the International President

May 10, 1993

The Honorable Bob Carr
United States House of Representatives
Washington, DC 20515

Dear Representative Carr:

We are pleased to submit this letter and the attached transportation policy brief for inclusion in the hearing record concerning the FY'94 transportation appropriations legislation.

As outlined in our attached statement, we strongly believe that the growing financial demands placed on our nation's transit operators as they move forward to meet the new federal mandates concerning: a) federal drug and alcohol testing requirements, b) the operational expenses required to implement the new Americans with Disabilities Act service obligations and c) the new standards imposed by the Clean Air Act justify an increase in federal transit operating assistance as part of the FY'94 appropriations measurers.

We are proposing the creation of a "Transit Safety, Service and Standards Fund" (TSSSF) which will specifically target increases in federal transit operating assistance for FY'94 and beyond to help fund the extraordinary operational expenses imposed by these important federal mandates.

Current appropriated levels for operating assistance remain well below levels authorized by the Intermodal Surface Transportation Efficiency Act (ISTEA). The new TSSS Fund would essentially bring mass transit spending up to the level set by the authorizing committee but would dedicate the increased resources largely to meet the new federally imposed expenses.

We are prepared to discuss this effort and alternatives for its implementation with you and your staff as we together work to secure improved funding for our nation's mass transit systems.

Thank you for the opportunity to present our views to the committee.

Sincerely,

Jim La Sala
International President

/amw

Enclosure

POLICY BRIEF

PB NO. 1

April 20, 1993

Transit Safety, Service and Standards Fund

REEXAMINE FEDERAL TRANSIT POLICY

The growing demands placed on local transit operators — from mandated drug and alcohol testing to requirements imposed by the Americans with Disabilities Act (ADA) and the Clean Air Act — are making it apparent that current policy on federal operating assistance must be reexamined with an eye toward funding unfunded mandates imposed on the industry.

> *Current government policy is requiring state and local governments to continually do more with less.*

Clearly, since these newly imposed costs have not been offset by increases in federal operating assistance, current government policy is requiring state and local governments to continually *do more with less*. This policy must be changed if America is to accomplish the ambitious transportation infrastructure goals set out by the Clinton Administration.

To address this growing industry concern, it will be necessary to target increases in federal operating assistance for FY94 to fund the extraordinary operational expenses imposed on state and local governments and all federal transit grant recipients. In each case, the new obligations require federal transit grant recipients to devote a substantial amount of additional operating revenues to ensure full compliance. And since operating assistance levels remain well below authorized levels in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), these requirements will have to be met at the expense of service enhancements and expansion programs.

In the short-term, operating assistance should be increased above the current $802 million to help fulfill the new federally imposed mandates. Increases in federal funds should be implemented within the authorized limits of the ISTEA legislation and dedicated largely to meeting the costs imposed by the new requirements. This view is shared by employees and the industry, as well as a wide array of constituent groups concerned about the future of public transit services.

TRANSIT SAFETY, SERVICE AND STANDARDS FUND

We are recommending the creation of the "Transit Safety, Service and Standards Fund" for the specific purpose of making federal assistance available to help offset the new costs faced by all transit grant recipients. The appropriated increase between the $802 million and the authorized ceiling of $1.1 billion, however, would be reserved largely to fulfill the requirements imposed by drug and alcohol testing, as well as ADA and clean air standards.

The "Safety" aspect of this grant is designed to specifically address the new drug and alcohol testing requirements which as amplified below will impose costs conservatively estimated at between $20-25 million per year.

The "Service" aspect of the program would be used to support the operational expenses required to implement the new ADA service requirements. Annual estimates by the American Public Transit Association (APTA) and other industry sources place ADA-related costs at well over $200 million annually. New Jersey Transit, for example, has estimated its costs in this area to exceed $20 million per year.

Finally, the "Standards" portions will address the operational needs for installing and maintaining the equipment required to meet the new standards imposed by the Clean Air Act. These costs have been estimated and documented in excess of $100 million per year.

Using industry projections, the combined annual expenses under these programs will exceed the $230 million differential between the appropriated amount and that permitted under the ISTEA legislation.

BACKGROUND

Historically, since 1981 federal transit investment has been well below authorized levels. Operating assistance in particular has fallen during this period from a peak of over $1 billion annually to just $802 million in FY93. In fact, operating assistance has remained stagnant at that level since at least 1986 despite authorizations permitting increases in excess of $1.1 billion.

New federal mandates have placed a significant federal burden on cash-short state and local governments and federal transit grant recipients.

Over this time, the operating costs required for the maintenance of existing service as well as meeting enhanced service needs and the new federal mandates have placed a significant financial burden on cash-short state and local governments and federal transit grant recipients. This strain has increased dramatically since 1990 with the enactment of the Clean Air Act amendments, the new ADA requirements and the drug and alcohol testing programs which will be finalized later this year.

In 1981, federal assistance was 15 percent of all transit operating revenue; by 1990 the federal share had dropped to under five percent. Federal operating assistance appropriated for urbanized areas declined by 56 percent in constant dollars between 1980 and 1992. In contrast, between 1980 and 1990, fares increased by 32 percent in constant dollars and state and local operating aid increased by 69 percent in real terms.

Past efforts to secure increases in federal operating assistance have failed to overcome pressures raised within the Appropriations and other committees to contain those funding levels in the face of the increasing federal deficit, the fast payout schedule for operating assistance, and competition from the ever present capital needs programs. Now, however, given the new federal obligations placed on transit grant recipients there is an absolute need to provide for an increase in funding.

TRANSIT SAFETY

DRUG AND ALCOHOL TESTING

Drug and alcohol testing regulations issued on December 14, 1992, are expected to be finalized later this year. These regulations will require all federal transit grant recipients to perform a comprehensive range of mandatory drug and alcohol testing upon covered employees including random, reasonable suspicion, post-accident, return-to-work and follow-up testing. The requirements are expected to include mandatory random testing components which may approach 50 percent of the work force on an annual basis.

Other requirements in the regulations command every transit grant recipient to contract for the services of a substance abuse professional, medical review officer and to otherwise purchase the necessary drug and alcohol testing equipment to perform the tests. In addition, the responsibilities for education, training and rehabilitation for employees testing positive will contribute to operational costs as this program is implemented.

Conservative estimates indicate that the cost of this new program will range from $20-25 million. This figure is based on the universe of some 200,000 affected employees. Subjecting up to 50 percent of these employees to both random drug and alcohol testing, at a minimum of once a year, would cost at least $15 million annually.

In this regard, various estimates indicate that the combined alcohol and drug tests are expected to cost between $100 and $150 for each series of tests. This base cost combined with the additional expenses involving personnel education, training and rehabilitation programs will easily bring the annual figure to $25 million. The goals and objectives of this program will therefore be difficult to fulfill unless the necessary resources are provided.

Conservative estimates indicate that the cost of this new program will range from $20-25 million.

TRANSIT SERVICE
ADA ACT REQUIREMENTS

With the enactment of the ADA in 1990, Congress sought to make all public facilities, including mass transit services, accessible to disabled and elderly Americans, many of whom otherwise have no legitimate means of transportation. This landmark legislation was a public policy decision recognizing the dire needs of the disabled and elderly. But with this recognition came a new unfunded federal mandate, the cost of which is to be born by public transportation providers nationwide unless the Transit Safety, Service and Standards Fund is created.

The mandatory lift equipment and paratransit service requirements included in the ADA will not only require the purchase of new capital equipment, but the use of additional drivers and maintenance employees to ensure that the expected service operations for the disabled are provided. The figures compiled by APTA indicate that these operational expenses will be in excess of $200 million per year.

The industry has further noted a growing trend among health and human service agencies discontinuing their transportation services for their clients and essentially "dumping" them on the local public transit system that is required to provide service under the ADA. This practice, too, adds a tremendous financial burden on systems already facing challenging financial struggles.

TRANSIT STANDARDS
CLEAN AIR ACT REQUIREMENTS

The unfunded Clean Air Act mandates now in place compel every federal transit grant recipient to purchase the necessary vehicles and other equipment to reduce bus emissions and enable the transit authority to otherwise comply with the Act's requirements. The annual costs to install exhaust cleaners and upgrade fuel standards is $110 million .Additional diesel fuel costs alone are estimated to be almost $57 million annually.

FINAL OBSERVATIONS

Transit advocates have presented significant testimony before both the House and Senate Appropriations Committees justifying the need to fully fund the mass transit component of the ISTEA. It is beyond question that both the capital and operating needs of the industry cannot be met unless funding reaches that level.

As the Congress and the Administration focus on these issues, we believe that a compelling case exists to justify that the increases agreed upon for the Section 9 Program include a targeted increase in operating assistance to meet the new Transit Safety, Service and Standards requirements.

Transportation labor looks forward to working with the Appropriations Committees and the Department of Transportation to discuss ways in which this funding increase can be achieved as part of a balanced Section 9 program.

For more information contact the Transportation Trades Department, 400 North Capitol Street, N. W., Suite 861, Washington, D. C. 20001, (202) 628-9262.

Testimony of
Richard M. Anderson, Ph.D.

On behalf of the Western Interstate Energy Board
to the
House Appropriation Committee
Subcommittee on Interior
Subcommittee on Energy and Water Development
and
Subcommittee on Transportation

March 30, 1993

I am Richard Anderson, Director of the Utah Division of Energy and Chairman of the Western Interstate Energy Board. The Western Interstate Energy Board appreciates this opportunity to provide its view on certain elements of the Department of Energy's FY 94 Budget. These programs were created by the Energy Policy Act of 1992, Sections 303, 409, 410 and 1212.

The Western Interstate Energy Board is an association of 16 western states and two western Canadian provinces, which are associate members. The Board is comprised of the energy advisors of the governors of those states.

Alternative Transportation Fuels

As this Committee has historically recognized, alternative transportation fuels can help solve two pressing national priorities: energy security and air quality. In addition, alternative fuels can provide a stimulus to economic development nationwide. The introduction of alternative fuels in the transportation sector requires an enormous private sector and federal, state and local government commitment. Western states are making such a commitment. Significant alternative fuel programs are underway in nearly every western state. For example: various tax incentives, such as reduced fuel taxes, registration fees and sales taxes, and vehicle purchase income tax credits, are in place in nearly all states; many western states are subsidizing the incremental purchase cost of alternative fuel vehicles through grants and loans; state alternative vehicle purchase mandates are in place in half a dozen states; at least two states are certifying vehicle conversion kits; several state public utility commissions have deregulated natural gas sales for vehicles and one is ratebasing fueling station costs, vehicle purchases and technical assistance; and numerous demonstration programs have been underway, including the largest in the country. British Columbia alone has many years of experience with more than 50,000 alternative fuel vehicles on the road. Indeed, the experience with alternative fuels is substantial and most of it lies outside the federal government.

The Department of Energy's record to date on alternative fuels is not inspiring. Program strategy and leadership responsibility appear to be fragmented with the Department. The results have been detrimental to development efforts. For example, despite recommendations from western states as far back as 1988, DOE, until recently, has neglected the need to coordinate vehicle purchases between the federal government and the states. As a result, the General Accounting Office found DOE's progress in purchasing alternative fueled vehicles "has been slower than anticipated" and the average incremental vehicle cost has been much higher than expected, $8,300 versus $2,500 per vehicle (GAO/RCED-91-169). Part of the reason for this higher than expected cost was an insufficient order of vehicles to interest original equipment manufacturers. DOE has also provided little help to states and fleet operators who must adopt policies and invest resources to make alternative fuels a reality.

The Board believes that traditional DOE procedures for implementing programs, which involve dedication of funds to federal contractors and national laboratories, are not appropriate for this program. In most cases, states have developed experience and expertise in alternative fuels implementation which exceed that at DOE or among its laboratories and contractors. Furthermore, states are better suited to tailor alternative fuel programs to address the air pollutants of concern in the region and the availability of refueling infrastructure. The most effective means of implementing the provisions is to dedicate the limited resources available to direct assistance to states and to information sharing and technical transfer programs organized and operated by groups of states.

This Committee took an important step in approving President Clinton's supplemental appropriations request for the purchase of alternative fuel vehicles by federal agencies. A concerted effort in this area is long overdue. However, for the federal agency's alternative fuel efforts to make a significant contribution to the national use of alternative fuels, vehicle purchase decisions and vehicle refueling arrangements must be coordinated with state programs. For example, federal fleet purchase of natural gas vehicles are unlikely to be of sufficient size to stimulate the investment needed in fast-fill refueling stations. To achieve the necessary refueling infrastructure investment, federal decisions on the types of vehicles to purchase and the refueling arrangements for such vehicles need to be in synch with state and private sector initiatives in the locale where the federal vehicles are located.

State and Local Alternative Fuel Incentive Program: With the enactment of the Energy Policy Act, Congress has made a major commitment to the use of alternative fuels. One of the key elements of that commitment is the State and Local Incentives Program. It is critical that the federal government fulfill that commitment and, thereby, send a strong signal to the private sector, particularly fuel suppliers and automobile manufacturers, that the federal government is serious about fostering the use of alternative transportation fuels, through the funding of effective alternative fuel programs and policies.

Therefore, we urge the Committee to:

1. **Provide $10 million in FY 94 for implementation of the State and Local Alternative Fuels Incentive Program with no less than 90 percent of these funds paid directly to states. Congress should direct that no more than $250,000 shall be used by DOE for program administration and that $750,000 be made available to regional groups of states for information sharing and technology transfer programs.**

2. **Include in Committee Report language directions to the Department of Energy that it is to develop guidelines under Section 409 of the Energy Policy Act in concert with state energy agencies.**

3. **Include in Committee Report language directions to the Department of Energy to implement the requirements to provide assistance to states through collaborative state efforts, not through standard DOE contractors.**

4. **Include in Committee Report language instructions to the Department of Energy and other cognizant federal agencies requiring that agency plans for the purchase and refueling of alternative fuels be consistent with state alternative fuel development plans.**

Alternative Fuel Bus Program: A second important alternative fuels program in the Energy Policy Act is the Alternative Fuel Bus Program operated by the Department of Transportation, in consultation with the Secretary of Energy. The Act authorized $50 million for this program in FY 94.

In the West, a number of states, transit agencies, and school districts have acquired substantial experience with alternative fuel school bus fleets. For example: Washington has been assisting the conversion of school buses to alternative fuels for several years; New Mexico and Utah have launched natural gas school bus demonstration programs; and California is spending $7 million on an alternative fuel school bus demonstration program. Individual school districts also have in place alternative fuel school bus programs.

These reservoirs of practical experience should not be bypassed as the Department of Transportation begins implementation of the transit and school bus programs.

The Western Interstate Energy Board urges the Appropriations Committee to:

1. **Appropriate $50 million for the Alternative Fuel Bus Program in FY 94 and allow DOT an option to allocate such funds through state alternative bus programs.**

2. **Include Committee Report language that DOT is directed to consult with state energy agencies in the development of guidelines for cooperative agreements with transit authorities and in the establishment of procedures for providing financial assistance for alternative fuel school buses.**

3. **Include in Committee Report language direction to DOT to establish procedures for the sharing of alternative fuels information, experience and innovations acquired by transit agencies and school districts.**

Renewable Energy Production Incentive

One of the centerpieces of the Energy Policy Act and President Clinton's energy and environmental initiatives is the expanded use of renewable energy technologies to generate electricity. A number of renewable energy production technologies are poised for significant growth. These technologies have matured and production costs have declined.

In the Energy Policy Act, Congress enacted a 1.5 cent/kilowatt hour renewable energy production tax credit (Section 1914) which is available to investor-owned utilities. In Section 1212 of the Act, Congress provided a comparable renewable energy production incentive for tax-exempt agencies. Congress identified eligible technologies and a 10-year window of eligibility for such incentive payments. Congress authorized in FY 94 such sums as may be necessary to implement the production incentive.

The approach embodied in the Energy Policy Act, which is based on a payment for electricity produced, is a far more effective incentive than past programs, which based incentives on the amount of money invested in a project rather than the energy produced. Such renewable energy production incentives should be available to both public power utilities, as well as investor-owned utilities.

In the West, and elsewhere, states are implementing innovative programs which will accelerate the implementation of renewable energy technologies. For example, several western states have, as part of utility resource planning, established monetary values of the residual emissions from electricity generating options. The intent is to account for the full cost, including environmental costs, of power generation options when deciding which resources are to be acquired. The application of such externality values will expand opportunities for renewable energy technologies. Other states have established specific preferences or set-asides for renewable generating resources in the resource acquisition plans of their utilities. A number of states are significant investors in renewable energy projects. Utah, for example, has invested in photovoltaic technologies at a number of facilities, including national parks in the state.

Coupling the federal renewable energy production incentives with state initiatives will provide a powerful incentive to expand electricity generation from renewable resources.

The Western Interstate Energy Board urges the Appropriations Committee to:

1. **Appropriate $25 million in FY 94 to fund the Renewable Energy Production Incentive and designate such funds to be carried over to subsequent fiscal years.**

A precise estimate of expected requests for production incentive payments is impossible. Even more important than an accurate estimate of the demand for production incentives, is the need to send a clear signal to the public power sector, and their financial backers, that the federal government intends to make funding available for the 1.5 cent/Kwh production incentive throughout the eligibility period specified in the Energy Policy Act.

Regional Building Energy Efficiency Centers/State Integrated Resource Planning

The Act proposes to establish Regional Building Energy Efficiency Centers (Section 103) and authorizes state utility commissions to engage in demand-side management (Section 112). The Western Interstate Energy Board strongly endorses each of these provisions of the Act. The regional business efficiency centers can provide an important link in technology transfer at the state level. Equally important is the undertaking by state utility commissions to develop demand-side management programs in their respective state. Section 112 of the Energy Policy Act should be aggressively pursued in order that necessary funding is made available to state commissions to ensure such activities are pursued.

Therefore, the Committee is urged to:

1. **Provide $5 million to allow the Secretary to make grants to each of the 10 DOE regions to facilitate the establishment of Regional Business Energy Efficiency Centers in accordance with Section 103 of the Energy Policy Act.**

2. **Provide the necessary funding to allow the Secretary to provide $250,000 to each state utility authority for the purposes of demand-side management programs in accordance with Section 112 of the Energy Policy Act.**

The Western Interstate Energy Board appreciates this opportunity to express our views on these important elements of federal energy policy.

TESTIMONY BEFORE
THE HOUSE APPROPRIATIONS COMMITTEE
SUBCOMMITTEE ON TRANSPORTATION AND RELATED AGENCIES

HEARINGS ON FISCAL YEAR 1994 APPROPRIATIONS
May 7, 1993

Mr. Chairman, and members of the subcommittee, I want to thank you for the opportunity to appear before you today. I am Bob Braitman, General Manager of the Pleasant Grove Community Services District, the local unit of government with jurisdiction over the planned community of Sutter Bay. Let me begin by thanking the subcommittee for its past support of our Intelligent Vehicle-Highway System (IVHS) initiative. The funding that was appropriated last year is being used for system planning and development. I would like to bring you up to date on the project which will take place in Sutter County, and ask that you continue to support our efforts by appropriating an additional $5,000,000 in fiscal year 1994.

Mr. Chairman, with the demand for surface transportation increasingly in conflict with highway capacity, the national program in Intelligent Vehicle-Highway Systems (IVHS) seeks to find technological means of meeting the transportation needs of the public more efficiently. Many express the concern, however, that modest improvements in system capacity, energy-efficiency, and air pollution gained by "smart traffic" will soon be outrun by the inexorable increase in traffic volume, per se. Thus, long term concern for our environment and the overall quality of life calls for a reduced reliance on the conventional motor vehicle as the only common means of meeting "trip needs".

Coincident with the rising environmental sensitivity is a set of seemingly unrelated developments that we believe can be harnessed to offer a path for substantially "off loading" the highway network. The first major development involves revolutionary "data highways" that can move information into the home or office over telecommunication media that have virtually limitless capacity and essentially no ongoing environmental impact whatsoever. Associated with this telecommunications resource is the massive industry about to be launched in "interactive multimedia services". Computer-supported interactions with lay persons using interfaces as simple as the television and the telephone are expected to grow so profoundly during the nineties that powerful new information services can be brought to the everyday use of the individual. We believe that these developments, combined with innovations from the national IVHS program, offer a remarkable opportunity for developing long term changes in the trip-making behavior of ordinary Americans.

Developing and proving this expectation requires access to a particular type of testbed such as exists nowhere in the U.S. at present. One brand-new community, however, is about to be created with just the right ingredients to enable a nationally-significant test. This Master Planned community (wholly within the boundaries of the Pleasant Grove Community Services District) in Pleasant Grove, California, provides a setting in which the needed testing can be piggy-backed on a privately-financed new town construction, twelve miles from downtown Sacramento. In fiscal year 1993 Congress assisted with initial funds to advance this test concept and conduct system planning and development. Here we wish to expand upon the plan and lay out the basis for the five year multi-phase effort of demonstration, field testing, and deployment.

Development within the Pleasant Grove Community Services District (hereafter referred to as, PGCSD) will coincide with the development of an IVHS infrastructure that is partnered with the interactive multimedia services that are expected to sweep the country early in the next century.

With the PGCSD area becoming one of the largest residential segments of greater Sacramento when fully developed, the great majority of the trip needs of its residents will involve destinations and transactions covering this metropolitan region.

In addition to being part of the 25,000 acre South Sutter County (Pleasant Grove) General Plan area, the overall planning includes a transit mall linking town centers, light rail to the regional metropolitan airport six miles away, downtown Sacramento, Roseville and other local areas. There is a major emphasis on paratransit, a jobs housing balance and a commitment to minimizing commute traffic due to a reliance on advanced telecommunications as evidenced by the Pacific Bell/South Sutter Cable fiber optic joint venture. Thus, in order to modify travel behavior by offering telecommunications transactions as trip substitutes, the PGCSD must become extensively linked with facilities throughout the metropolitan community. The plan for IVHS in the PGCSD is designed to develop these linkages, arrange for a complementary program for managing metropolitan traffic and transit operations, and most significantly, develop the interactive system through which normal, untrained, residents can gain easy access to trip alternatives and conduct various transactions without the usual dependence on the motor vehicle. It is intended that the transportation adaptation of these powerful features would serve to increasingly moderate demand for automotive travel in this community while proving out the tools and techniques that can be transferred to other American cities.

The nature of the PGCSD concept is such that the experience gained in deploying IVHS here is expected to be of unusual value, nationally, as interactive communications penetrate incrementally across the nation. In particular, while a complete network of fiber optic communications (as provided by Pacific Bell and South Sutter Cable) will enable radical achievements imminently in the PGCSD, rapid advancement in so-called "compression" techniques will avail similar achievement very soon in homes which are served simply by a cable television hookup.

By the turn of the century, even a home that is connected to the network only by the common twisted-pair phone wires should be able to access the services developed first in the PGCSD using fiber optics. Thus, it is propitious that the PGCSD can serve as a place to learn how to deploy IVHS in a manner which ensures a positive impact on the community environment but which anticipates the national movement of telecommunications toward the neighborhood level.

To fulfill this vision, a major IVHS development and test effort must be mounted. This document describes the infrastructure being provided in the PGCSD, the IVHS system concept which it enables, and the plan for developing, testing, and evaluating its unusual functionality.

The PGCSD Infrastructure and IVHS System Concept

Starting from scratch, the PGCSD area is being built as a 25,000 acre master-planned community that will support a broad balance of jobs and housing. The eventual population is projected at 140,000 people with more than 96,000 employment opportunities. From the beginning, Pacific Bell and South Sutter Cable will lace the community with fiber optic cable to every home, office, public agency, place of business, road intersection, and so on. A modern system for managing road traffic and transit operations will be complemented by a separated network of pathways for neighborhood electric vehicles. Taken together, the community design offers an unprecedented base for testing a new American approach to meeting trip needs. The system concept to be implemented here will support the following features:

(1) **interactive, information access,** enabled by the community-wide fiber network, giving access to a robust source of real time, trip-relevant information by way of a remarkably personalized interaction with any individual;

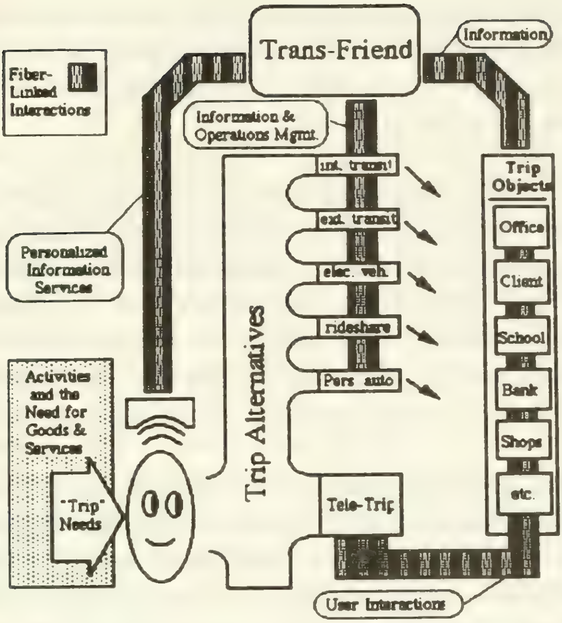
(2) **coordinated modal options,** covering internal and external transit services, short-range electric vehicles“some of which are community owned for shared usage, a personally-secure means of computer-matched ridesharing, and efficient management of automotive traffic on arterial streets and their linkage to the freeway system all on a real time basis;

(3) **trip elimination,** in that the same fiber network enables a broad variety of "tele-trip" substitutions for physical tripmaking, such as telecommuting, teleshopping, telebanking, teleschool, televisiting, telehealth-diagnostic services, various forms of telelogistics, etc. Most significantly, the system facilitates the individual's choice of a tele-trip by matching it to the presented need and then making the tele-transaction exceedingly easy to perform.

When these features function together, the PGCSD design offers the intriguing combination of transportation options, transportation information, the community-wide integration of certain transportation services, and the means to personalize the communication of these facts with moment-to-moment relevance to individuals, community groups, and corporate bodies. Achievement of these features is certainly timely for this community since the Sacramento Valley Air Basin is currently designated as an ozone non-attainment area, registering approximately twice the federally-stipulated limit for photochemical smog. Accordingly, it is promising for the metropolitan area that the PGCSD plan will foster a means of reducing vehicular trips, altogether, and otherwise promote the use of pollution-free vehicles when local trips need to be made. This will all occur in an environmentally sustainable community where job creation in a county with over 20% unemployment will be at a premium.

Hub of the System - The Trans-Friend Utility

Shown below is a systems concept by which individuals come to appreciate and select among their trip alternatives in the context of an infrastructure that powerfully enables optional choices. The overall system serves the individual having apparent "trip needs," at the lower left, a means of communicating information regarding trip options to this prospective user, an array of options including "real" trip modes and tele-trip alternatives, Trip Objects which include cooperating facilities existing throughout the greater metropolitan Sacramento region, and a fiber-linked network enabling certain functions which, together, provide for an intelligent user friendly system.



TRIP SELECTION AND MANAGEMENT
PLEASANT GROVE

At the top is the primary intelligent agent for influencing travel behavior, the "Trans-Friend" utility by which a *highly personalized* form of information service is provided to help the individual visualize, evaluate, and select among the trip alternatives. Since the PGCSD will offer a variety of modes for physical travel, as well as a robust inventory of tele-trip options, real alternatives will exist. Thus, the individual carries on a dialogue with the Trans-Friend interface to quickly apprehend a trip choice from among options which are credible, graphically portrayed, and essentially complimentary to one another.

The system's ability to characterize trip alternatives for an individual requires the following: (1) knowledge of the desired Trip Object and the entire transportation infrastructure within which it exists (2) location of the individual inquirer, and (3) assessment of the suitability and status of the alternatives for satisfying the trip needs.

Expecting that the typical American who moves into the Pleasant Grove Community will perceive automotive travel as the norm, the non-automotive travel modes must succeed in reaching a competitive quality of service such that individuals become convinced that the usage of alternatives will be satisfying as well as time and cost efficient. If the personal car is the thing to beat, then the alternative means of meeting trip needs must be subjected to a high level of operations management"and the availability of services must be continuously assessed and predicted so that credible information is generated for continually informing the potential user.

It is assumed that a major change in travel habits will occur only if a high "state of appreciation" for the non-automotive options is achieved. This process requires information that is presented to ordinary citizens at a radical level of friendliness so that new patterns of trip-making emerge simply because they make sense and are appealing. Since tele-trip options save the individual's time and travel-related costs, they may become an almost irresistible choice when the need is, indeed, addressable through an interactive communication link, alone. Travel data show that approximately 1/3 of all trips involve personal business and errands, of which a large fraction are thought to be candidates for tele-trip substitution. Tele-commuting, also a major element of the PGCSD Plan, would target the approximate 1/4 of vehicular trips that involve travel to work.

The Trans-Friend system provides a personalized information channel whose first job is to translate the raw logistical, situational, geographic, commercial, etc. data into a form that supports a friendly dialogue on transportation modes and Trip Objects. Further, the link is adaptive such that the "personalization" is continuously tailored to the individual with each successive episode of interaction-and-mode-selection. Trans-Friend functions will evolve continually over time and will increase in sophistication on the heels of worldwide improvements in (a) voice recognition and synthesis, (b) artificial intelligence, (c) combined audio and visual communication interfaces, and (d) very high speed communications and computing. Three levels of achievement in the Trans-Friend utility will be deployed successively over the five years of the proposed PGCSD IVHS Plan.

This overall system concept assumes that the infrastructure will provide a robust communication link to every individual point-of-use in the community. While the PGCSD's complete fiber network will not be representative of most American communities at present, it can serve now as a prototype of what will prevail in the late nineties when the capacity of TV cable and even twisted-pair phone lines grows by leaps and bounds due to recent breakthroughs in the means to compress data for quick transmission. Thus, the PGCSD IVHS testbed will be ideally timed to precede the national metamorphosis in personalized interactive communication that is expected.

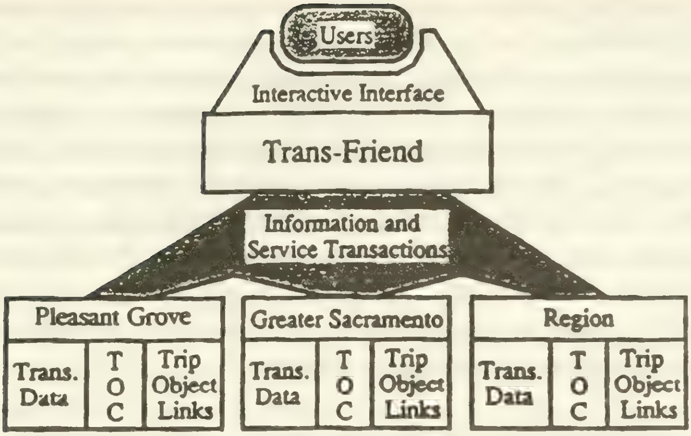
Our Major Challenge -- A Truly Friendly Trans-Friend Interface

The computer supporting the Trans-Friend function is intended to be transparent to an individual who simply speaks, watches, and listens via its interface device while at work, home, or in a public place. The personalized interactions between the Trans-Friend resource and individuals must facilitate the most efficient and personally-satisfying patterns of "trip behavior", by which "trip needs" are met, one way or another. The ultimate quality of these services, as the Trans-Friend name implies, will derive from an intuitive type of friendliness to the trip-prospective user. It is this central characteristic which is believed to constitute the largest challenge for new research and development in the PGCSD concept.

All other functions of the system which do not directly engage the user are more-or-less straightforward. The user interaction is not only non-straightforward, it appears to represent a profound level of achievement whose development merits a substantial public investment because of its long-term significance for improving urban living in a sustainable environment. But the public investment is not made alone. Large private resources are now being poured into the advancement of interactive communications for the untrained user anticipating major markets that are not related to transportation, per se.

The Trans-Friend functionality, as depicted below, requires that the overall system do the following:

- receive information concerning transportation operations in Pleasant Grove, Greater Sacramento, and at regional destinations such as the airport, UC Davis, and links of the surrounding freeway network
- coordinate data exchange and operations management via the Transportation Operations Centers (TOC's) concerning (a) the predicted arrival and dispatch of transit vehicles (b) the control of traffic on the street system and electric vehicle pathways, and (c) the matching of ride-share requests from residents;
- receive data and support efficient linkage with the participating tele-interactive facilities;
- post data to the PGCSD TOC regarding expected trip generation by all Trans-Friend inquirers, so that local loading on the highway and transit system may be anticipated;
- interact with trip-prospective users who wish to gain advice on trip alternatives and execute tele-trip transactions.



User Linkage Via the Trans-Friend Utility

The computing hardware support for the Trans-Friend function appears to constitute a relatively minor issue. Similarly, there is no significant issue relative to the handling of the type of data communications via fiber, such as Trans-Friend services will require. The focal implementation issue concerns the intelligent software to support a very friendly user interface and the technology of the interface itself. By current technology, a touch-screen display with a library of recorded voice and text interactions would be straightforward, but such interactions typically involve a long series of menus which tend to tax the user. The vision for Trans-Friend would be foiled if no higher levels of achievement were possible than that represented by the touch-screen approach.

Progress in artificial intelligence, voice recognition and synthesis, and creative means of displaying information are moving rapidly, however, and promise to open up major new opportunities within the next few years. We will pursue, for example, the prospect that The PGCSD would be selected as a "First City" by the new consortium of computing and telecommunications companies organized through the Microelectronics and Computer Technology Corporation, MCC. First Cities intends to create a marketplace for networked multimedia information, products, and services, beginning in certain testbed communities. This initiative thus constitutes a prime opportunity for developing private financing of the operations and maintenance of the Trans-Friend utility. The developer of the PGCSD community was among the eleven U.S. companies who established the First Cities initiative. Over $40 million has been invested in the development & implantation of this vision.

Relative to implementation costs, the Trip Objects include a variety of commercial or public establishments that have an inherent stake in interacting with customers/citizens via the Trans-Friend. Each participating establishment must have a terminal for live interaction or must otherwise forward its current information, as in a "Yellow Pages" context, to the Trans-Friend. As a commercially competitive issue, business establishments wishing to attract customers by posting sales, special hours, and other promotions would maintain their data nearly continuously and would support live interactions. Workplaces could post special messages via the Trans-Friend, meshing work-status information together with transportation advisories, especially in cases where the PGCSD resident telecommutes part-time or receives guidance on traveling a route as part of the job.

The user interaction device serves as the point of input through which the Trans-Friend system learns of the individual's trip needs. Then, the needs are interpreted through some form of quick dialogue, a presentation of trip alternatives is made, and guidance is given for accessing the favored mode. The same interface device must also support the user in executing any of the tele-trip options. The friendly character of the system must accommodate various user handicaps and must have a means of pleasant follow-up for confirming the substantive content of the interaction. A large-vocabulary voice recognition system will be required, with the ability to edit a spoken message grammatically and contextually in order to deduce a person's meaning.

Overall, the PGCSD IVHS Concept calls for a large effort to build up a system for managing highway, transit, and electric vehicle operations, tailor a Trans-Friend interactive technology, establish interactive links across the metro Sacramento community, and implement a network by which users can interact in an evaluative test. Planning of this effort is currently underway. An outline of the emerging approach is presented below.

A Program Plan for Implementing and Testing This Concept

Initiation of the PGCSD IVHS Program is marked by the commencement of construction in the PGCSD, itself, beginning late in 1993 and the provision of federal funds in FY 1993 for planning, engineering, and organizational tasks. A five-year phasing of the PGCSD IVHS Plan, to be updated annually, is envisioned for addressing the following long-term mission:

> **The mission of the PGCSD IVHS program is to improve the metropolitan Sacramento environment by applying advanced telecommunications and interactive multimedia services, in conjunction with a modern traffic and transit management system, to substantially reduce the need for motor vehicle trips, facilitate greater transit ridership, and improve the efficiency of trips made with personal vehicles, including those with neighborhood electric vehicles while promoting job creation.**

This program will address a set of individual objectives as follows:

1) To develop the Trans-Friend utility, an interactive multimedia tool by which individuals would access information and transactions that satisfy trip needs while tending to reduce dependence on automotive travel.

2) To augment the basic Trans-Friend services so as to:
    a) provide a personal travel consultation package to advise the individual on travel

times and routes which avoid peak-demand traffic loading;

b) develop a secure and efficient system of ride-share matching which wins the confidence and popular usage of community residents;

c) adapt information services that will promote the use of electric vehicles for short trips, particularly the shared usage of community-owned electric vehicles.

3) To facilitate a Greater Sacramento IVHS plan for generating and managing information and for controlling operations in automotive and transit modes of transportation (It is appropriate for the PGCSD to assist in IVHS planning for Greater Sacramento with SACOG and Caltrans as a "citizen of the larger community" and for development of the Sacramento area's participation in the PGCSD IVHS test.)

4) To plan and deploy an IVHS infrastructure supporting advanced surveillance and control of traffic and transit operations in the PGCSD, itself.

5) To achieve interactive link-up to a diverse stable of commercial and public service providers in Greater Sacramento. These shops, schools, banks, local agencies, medical diagnostic facilities, and future created interactive facilities will constitute the installed base of parties offering tele-trip services via their connection to the Trans-Friend utility.

6) To develop, and implement in the PGCSD, a model of private financing and enterprise for the maintenance, upgrading, and provision of Trans-Friend services, such that usage is free to the individual.

7) To develop and deploy in the PGCSD advanced forms of interactive communication services which specifically encourage tele-work operations as a substitute for physical commute trips.

8) To evaluate the above functions and implementation features in an operational setting. The value of a Trans-Friend utility will be assessed for its general applicability to the

management of trip alternatives and the modification of travel behavior. The evaluation must include determination of the levels of Trans-Friend functionality that may be secured (and the significance to the user, thereof) when either users or tele-trip service providers are accessed via twisted-pair or coaxial cable links, as well as fiber optic cable.

The Program for accomplishing these objectives is defined in five phases. The progression of effort is from planning and partnership organization to development and preliminary installation of a skeleton system, to successive refinement and expansion of the system, with evaluation as a repeating cycle at each stage of deployment. Due to the Committee's wisdom and foresight, Phase 1 of this program was the subject of a $1,750,000 grant in fiscal year 1993. It would be our hope that the Committee will provide $5,000,000 in fiscal year 1994 so that we may initiate Phase II of this project. The phases are briefly outlined below.

Phase I - Program Assembly

The first phase of the program, which is ongoing, is focused on planning, system design, as well as organizational and financial arrangements involving potential public/private partnerships. The PGCSD team is striving to facilitate a preliminary IVHS Plan for the greater Sacramento area, determining together with Caltrans, the Sacramento Council of Governments (SACOG), and other public sector entities an IVHS agenda for the overall community and, in particular, the feasible roles of participation in the PGCSD IVHS Program. The organizational effort includes coordination with Caltrans in a way that utilizes the best in IVHS advancements currently being pursued around the State as well as those planned for implementation over the next five years. On the private sector side, the prospect for commercial parties providing tele-trip services through interactive linkage with the PGCSD is being examined. Public agencies, schools etc. that may also become tele-linked have been solicited with assistance from SACOG. A public/private partnership of such participating parties is being formed to facilitate the implementation of the Program. Also, a commercial corporation or consortium is being identified for entering a partnership to develop and implement the Trans-Friend utility, itself. Roles and responsibilities of these various organizations is being delineated and a schedule for the overall Program established.

Phase II - Early Demonstration

It is highly desirable to conduct an early demonstration of the Trans-Friend capabilities in order to provide a public understanding of the program's direction, to provide a view of future capabilities for the prospective residents of the PGCSD, and to clarify the organizational working interfaces among partners. The Early Demonstration Program, covering approximately one and one-half years, will accomplish this need. A demonstration room within a PGCSD model home or preview center will be built and equipped with an pre-prototype version of the Trans-Friend. Initial functions will cover the range of commercial and traffic management services as are immediately available, with additional coverage being emulated so as to communicate the Trans-Friend vision.

Phase III - First Generation Operational Field Test

The innovative nature of the hardware, software, and services involved in this program requires that the developmental work and testing be accomplished over two generations of technology. This will permit feedback from consumers, analysis of the system's performance, and adaptation of the lessons learned so that market-enhanced products and services can be defined within the second generation package. The first generation system will be evaluated through a two-year operational field test, OFT, involving a manageable installation in 25 to 50 homes or office sites and a limited range of Trans-Friend services. At this stage, the system will support trip alternatives comprised primarily of highway travel and those tele-trip services that have come on-line. A formal evaluation of consumer response and opinion will be conducted, as well as clinical assessment of system costs, reliability, and the effectiveness of the Trans-Friend in capturing tele-trips as a substitute for vehicular trips. Coincident with Phase III will be an extensive effort to integrate information from across the greater Sacramento region in the Trans-Friend data resource.

Phase IV - Second Generation Operational Field Test

The second generation OFT will use more sophisticated technology and will expand the user coverage to as many as 1000 households covering a wide range of demographics in the PGCSD. Close monitoring of consumer usage and corresponding trip-taking activity will provide the basis for evaluating the potential payoff from Trans-Friend services for the PGCSD and the Sacramento community at large. Trip counseling via Trans-Friend interactions will expand in Phase IV to include transit systems, community-owned electric vehicles, ride sharing, and a broad set of tele-trip options linked throughout the region.

Phase V - Commercial Deployment

This phase will follow up a successful performance of the PGCSD IVHS installation by seeking to form one or more public-private partnerships by which Trans-Friend services can be offered in a cost-effective way, and without charge to the individual user. The warrants for a public infrastructure providing traffic and transit information supporting the Trans-Friend service will be based upon the environmental benefit that is derived from reduction in vehicular trip-making.

The argument for private support of the Trans-Friend operation derives from the opportunity to access the consumer with tele-trip transactions which, themselves, have commercial value. Depending upon the relative public and private benefits derived from the system and market acceptance, a distribution of costs must be determined and the services launched on a permanent basis.

The National Value of The PGCSD IVHS Program

The PGCSD IVHS Program supports the goals of the IVHS Strategic Plan submitted to Congress in December, 1992, by the U.S. Department of Transportation. The Program specifically complements the Department's efforts defined under the "Smart Traveler" segment of the Strategic Plan. The PGCSD Plan covers all the envisioned features of the Smart Traveler, and extends them with its emphasis of the tele-trip alternative. Similarly, the PGCSD concept aligns well with the Federal IVHS Program Recommendations for fiscal years '94 and '95, prepared by IVHS America, especially that which is defined under "Multi-modal Traveler Information".

Considering these national plans, it is the conjunction of physical and tele-trip alternatives within a single system along a completely fiberoptic communications highway that distinguishes the PGCSD IVHS. This concept thus transcends individual IVHS solutions which are targeted at improving the automotive experience, per se, but which do not broadly alter trip behavior except in terms of departure times, route selection, and the net experience of delay. The primary benefits of most traveler information systems proposed to date will be realized in the immediate planning or execution of an automotive or transit trip“but trip elimination mechanisms will generally not prevail as in the PGCSD concept.

While modular implementations of IVHS appear to have value, the PGCSD IVHS Program addresses the broader strategic question involving the impact of surface transportation on the community environment as a whole. The PGCSD IVHS Plan addresses the questions, "how can technological systems enable changes in the need to physically travel, as well as the logistics of trips that are undertaken, such that the overall traffic loading on the community becomes more tractable?" "How can people learn to meet an increasing array of their perceived trip needs through non-physical-trip media?"

Further, "how can a profound change be made in the habits and expectations of individual Americans--given that virtually all have grown up since childhood with a patterned dependence on the motor car as the only satisfying option?" The PGCSD concept does not offer a panacea, but it definitely offers a major step in the direction of meeting this socio-technological challenge. That is, the PGCSD IVHS is targeted precisely on a long term strategic need which exists across the nation. In terms of public values, the need can be defined essentially as an environmental one"and the special opportunity for addressing it comes mostly from the coincidental development of broadband telecommunications and interactive multimedia services for the consumer.

The system to be deployed in the PGCSD, while supporting an IVHS operational test, is not to be set up, tested, and then discarded. Rather, it is intended that the Trans-Friend and its associated infrastructure will be a permanent and evolving feature of the community. Assuming that it succeeds in embracing a metro-wide linkup to Trip Objects throughout the greater Sacramento region, it offers to enhance the quality of life in this California community for a long time to come, while providing for the creation of much needed jobs.

The IVHS installation at the PGCSD requires simultaneous deployment of subsystems within the street network, on-board transit vehicles, at the TOC, and at all points of access to the Trans-Friend. The elements of this system will grow in their physical extent as the community is developed. Because the community is virtually starting from "scratch," installation costs will be much lower than in retrofit systems and the baseline for surface transportation data will be remarkably clean. Moreover, this system concept will present the nation's first opportunity for developing and evaluating friendly interactive technology on a fiberoptics communications highway to help change the American need for, and use of, surface transportation.

ORO OHIO RAILWAY ORGANIZATION INC

5500 Frantz Road. Suite 115, Columbus, Ohio 43017 (614) 792 1120

April 29, 1993

The Honorable Bob Carr
Chairman
House Transportation Appropriations
Subcommittee
2358 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Carr:

This letter is to request funding for development of contemporary passenger rail service to serve the corridors in Ohio defined generally by the cities of Cincinnati, Dayton, Springfield, Columbus, Mansfield, Cleveland, Akron and Youngstown and in Ohio and Michigan by the cities of Toledo and Detroit. A total of approximately $60 million is required during FY94, FY95 and FY96 from all sources - federal, state, local and private - to complete the environmental, engineering, financial and marketing activities necessary to begin construction. A portion of the funds could be applied to activities which would lead to early construction of a section of the project to test and demonstrate modern rail equipment. Federal funding of $10 million for each of the three fiscal years is requested. The grantee is the Ohio High Speed Rail Authority (OHSRA) which is empowered by its enabling legislation to serve in that capacity and the Federal Railroad Administration is suggested as the sponsoring federal agency. Further details in support of this request are summarized below and supported by the attached copies of the **Implementation Plan for High Speed Rail in Ohio** and the **Response to Evaluation Team Report.** **

Since September 1990 the development of profitable, contemporary passenger rail service in Ohio has been championed primarily by the Ohio Railway Organization (ORO), a private corporation formed to plan, design, finance, build and operate such services in Ohio. The OHSRA has contracted with ORO to prepare the implementation plan for initial service in return for certain rights in the development of the project. ORO has expended in excess of $1 million of private funds and the state of Ohio in excess of $6 million leading to this request for federal assistance.

In contrast to some of the other states Ohio has approached the re-establishment of quality passenger rail service as a collaborative effort of federal, state and local government with private enterprise. Thus, Ohio's rail planning in the last several years has been lead by ORO in close consultation with the OHSRA, Ohio Department of Transportation and the Federal Railroad Administration as well as the three major private freight railroads which would be affected and Amtrak.

[Clerk's note: **Documents retained in SUbcommittee's files.]

The document first cited above was completed in June 1992 and presents the plan developed by ORO at its own expense and based on studies and planning completed in Ohio by various governmental entities since 1975. Six salient points in the report merit particular emphasis:

1. The estimates of ridership, which are fundamental to system planning, design and financing were made by leading consultants in this specialized technical area. As noted in Section 8.6 at page 8-16 of the **Implementation Plan** the estimates were then scrutinized by a peer review group which found them to be conservative (low) but reasonable.

2. The entire **Implementation Plan** was reviewed by an expert evaluation team convened by the OHSRA. The experts found the plan reasonable and reported their findings to the Authority. The evaluators' comments and ORO's responses are provided in the **Response to Evaluation Team Report** produced by ORO in June 1992.

3. ORO has emphasized in its work the provision of **transportation service** rather than "high speed" or a specific "technology." The company includes no equipment vendors. It has determined that steel wheel/steel rail technology will best serve Ohio's transportation needs. Section 5.7 at page 5-8 of the **Implementation Plan** gives an initial description of ORO's service emphasis.

4. The **Implementation Plan** makes clear in Chapters 9 and 10 that a combination of federal, state, local and private financing will be needed for implementation. A profitable operation is anticipated which will provide for all operation and maintenance costs, but for only a small share of capital costs.

5. The plan prepared by ORO was adopted by the OHSRA at its meeting of 23 June 1992.

6. Chapters 13 and 14 of the **Implementation Plan** outline the next steps to be taken. They entail community involvement, environmental analyses, preliminary engineering and further financial analyses. Although this work is essential to defining the roles and eliciting the commitment of the many participants in the project, it is also clear that Ohio is prepared now to move expeditiously toward implementation of rail service which can be incrementally improved.

Please note that although ORO initially contemplatd a statewide system, the corridor linking Detroit and Toledo is not included in the work cited above because ORO's focus has been on the principal intrastate corridor as the first phase of a statewide plan. However, preliminary planning by one of ORO's member firms on the 55-mile Detroit/Toledo connection suggests a high probability of defining quality rail service to link the two cities and, clearly, the potential for joining this link into the proposals for improved Detroit/Chicago service and proposed Canadian service as well as additional connections within Ohio. Subject to appropriate agreements with Ohio and Michigan, ORO can develop rapidly a sensible, practical plan for the Detroit/Toledo corridor to complement its other work.

The Ohio Railway Organization, Inc. and the Ohio High Speed Rail Authority would be pleased to respond to any questions which the committee may have on this request. Contact should be made with:

Larry R. Jacobson, President
Ohio Railway Organization, Inc.
c/o URS Consultants
23355 Mercantile Road
Cleveland, Ohio 44122-5920
Telephone: (216) 292-1400
Fax: (216) 292-1427

Very truly yours,

WH Lathrop

W. H. Lathrop
Chairman

cc:
- L. R. Jacobson
- A. J. Burin
- R. A. Faulkner
- P. Taylor
- J. Betts
- J. Platt
- J. T. McQueen
- R. J. Boggs
- R. Boggs
- R. K. Pattison
- J. Vranich
- C. Connor
- Rep. Ralph Regula

STATEMENT OF
THE AMERICAN LEGION
1608 K Street, NW
Washington, DC 20006

from

Dennis M. Duggan, Assistant Director
National Security and Foreign Relations Division
The American Legion

to the

Subcommittee on Transportation and Related Agencies
Committee on Appropriations
U.S. House of Representatives

on

Coast Guard FY 1994 Appropriations

May 6, 1993

STATEMENT OF DENNIS M. DUGGAN, ASSISTANT DIRECTOR
NATIONAL SECURITY/FOREIGN RELATIONS DIVISION
THE AMERICAN LEGION
TO THE SUBCOMMITTEE ON TRANSPORTATION
AND RELATED AGENCIES
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES

MAY 6, 1993

Mr. Chairman, The American Legion, the nation's largest organization of wartime veterans, welcomes this opportunity to present its testimonial support before this distinguished Subcommittee on the United States Coast Guard's Fiscal Year 1994 Budget Request.

The American Legion has long recognized the vital roles and major achievements performed by the highly professional men and women of the Coast Guard. By Public Law, the Coast Guard also serves as a crucial component of the Armed Forces of the United States. Its numerous peacetime and wartime missions of law enforcement, in its many facets, to include drug interdiction, interception of illegal aliens, and environmental protection; Maritime safety, including search and rescue responsibilities and inspecting and licensing Merchant Marine ships; and national security to include port security and serving as an essential partner of the United States Navy are roles that are unique to the Coast Guard and are absolutely essential to the protection of United States sovereignty.

In order to carry out these critical missions, we believe that the Coast Guard's total budget request of $3.73 billion, which is virtually the same level of funding requested for FY 1993, should be fully funded. Additionally, we have always believed that appropriations from Department of Defense sources should go directly through budget function 400 to the Coast Guard.

Recognizably, people are the source of the Coast Guard's strength, effectiveness, and pride. Whether cleaning up oil spills, intercepting illegal aliens, hoisting crews from sinking ships, breaking ice, or responding to natural or man made disasters, the Coast Guard has more than given the

American people its money's worth. To carry out these crucial missions, it is essential that highly skilled and motivated men and women continue to be attracted and retained by the Coast Guard, and that ships, aircraft and required facilities be fully funded. Continued improvements in compensation, housing and medical care are absolutely essential in attracting and retaining the Force. Therefore, in this period of fiscal austerity, reprioritization of national goals and emergence of more insidious threats to our nation's borders and citizens, the Coast Guard budget submission should be preserved.

We also recognize that the Coast Guard Reserve needs to be maintained at the strength levels cited by the Commandant for their mobilization mission and other tasks. The Coast Guard Reserve distinguished itself during the Persian Gulf War and by providing emergency assistance during Hurricanes Andrew and Iniki. Members of The American Legion's Posts throughout the southeastern United States worked side-by-side with Coast Guardsmen during these catastrophes at one time or another. These Coast Guardsmen and their Reservists consistently personified dedication, sacrifice and professionalism.

We also believe that it is vital to the national security, economic, and environmental well-being of the United States that waterway safety receive high priority within the nation's transportation infrastructure. This will assure the safe and efficient maritime transport of critical raw materials, petroleum products and finished goods to domestic and international markets. Without a fully funded and equipped Coast Guard, this would not be possible.

At its 74th National Convention in Chicago last year, The American Legion adopted Resolution 203 which urges the Congress to fully fund the Coast Guard to carry out its numerous vital functions. It also urges the Congress to support the funding and construction of a third Polar Icebreaker. We believe it is in the national interest to maintain the Coast Guard's Icebreaker Fleet, for maritime safety, exploration and security purposes. A copy of Resolution 203 is included for the record.

Mr. Chairman, we salute the United States Coast Guard for its many achievements and its commitment to America's well-being. Without these requested appropriations, however, we believe that the Coast Guard will be unable to meet its national and international commitments to the detriment of the American people.

Thank you.

Town of Avon P.O. Box 975 Avon, Colorado 81620 (303) 949-4280

May 25, 1993

Representative Bob Carr
Chairman, House Appropriations
Subcommittee on Transportation
2358 Rayburn
Washington, DC 20515

Dear Mr. Chairman:

I am writing to submit written testimony that I hope may be included in the record for this year's hearings.

The Town of Avon manages a regional bus system for Eagle and Lake County. This system's primary purpose is to transport employees throughout the region, which includes the areas of Avon, Vail, Minturn, Red Cliff, Leadville, Edwards and Eagle-Vail.

As you are so well aware, the tourism industry in the State of Colorado results in some very unique transportation problems for us all. Our region is surely no exception, creating somewhat staggering seasonal requirements in winter.

The regional bus system is asking for a federal grant to purchase 6 buses for a total cost of $1,452,000. With your support, we received a grant for 6 buses last year that were urgently needed, and began the replacement program for the 16 buses used for these services. These 6 buses are used year-around; the remaining 12 are not.

Our region is in real need of replacement buses to continue our transportation system. Our seasonal demands however, do not qualify us for Federal grants because we are not designated as year-around for all of the buses in our service. More buses are desperately needed for 6 months out of the year. This is not a bus system for skiers, it delivers people to their jobs. Without public transit the economy of the region would suffer tremendously. Air quality issues are also very important to us, and mass transit is an integral part of our efforts to address this issue.

To address these unique problems, we have come to you and to the transportation committee. In an attempt to find innovative ways to solve the problems of communities like ours, it has been suggested that we try sharing buses with another community. We could use them in the winter while another community could use them in the summer. The result would be full year-around utilization of the vehicles.

May 25, 1993
Representative Bob Carr, Chairman
House Appropriations Subcommittee on Transportation
Eagle County Transporation System
Town of Avon, Colorado
Page 2 of 2

Two communities sharing one grant seems like a highly advantageous and economic way to grant federal money to the State of Colorado's mobility needs. Indeed Avon is not unique in its dependance on transit and its seasonal employment patterns. We feel that many other similarly situated communities all across the country could be helped this way at a greater reduced cost to the community and the federal government.

While such an approach to the federal grant process is a substantial departure from existing procedure, we believe it is creative and substantial in its benefits. Your voice in support of our "bus sharing" concept would be beneficial beyond measure.

We want to let you know of our efforts, we would like to know what you think of it, and we would very much like to work with you to bring the idea to fruition.

Sincerely,

Albert J Reynolds

Albert J. Reynolds
Mayor, Town of Avon

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AJR/mml

UNIVERSITY OF UND NORTH DAKOTA

OFFICE OF THE PRESIDENT
BOX 8193. UNIVERSITY STATION
GRAND FORKS. NORTH DAKOTA 58202
(701) 777-2121

TESTIMONY SUBMITTED
BY
DR. KENDALL BAKER
PRESIDENT, UNIVERSITY OF NORTH DAKOTA

TO

SUBCOMMITTEE ON TRANSPORTATION
HOUSE APPROPRIATIONS COMMITTEE
AND
SUBCOMMITTEE ON TRANSPORTATION
SENATE APPROPRIATIONS COMMITTEE

THE AIRWAY SCIENCE NETWORK

The University of North Dakota's Center for Aerospace Sciences [UND Aerospace] is requesting $2.8 million in Fiscal Year 94 to operate and maintain the Airway Science Network. The Network was established through funding from the Federal Aviation Administration. It is a satellite-based distance education network designed to reach a nationwide audience of students, scholars, and professionals, most of whom are associated with FAA and its designated Airway Science Schools. Specific objectives of this network are to:

- Design, develop, and deliver via satellite live, interactive, instructor-led courses and short courses.
- Design, develop, and deliver via satellite live and pre-recorded programs which provide daily aviation-related news and weather.
- Design, develop and broadcast "magazine" programming (live and/or pre-recorded).
- Record and broadcast special events (live and/or pre-recorded).
- Design, develop, and implement instructional applications for aerospace education and training which uses state-of-the-art platforms such as computer-based instruction, multimedia, part-task trainers, scientific and technical visualizations, intelligent tutoring systems, performance support systems, virtual reality, and other emerging technologies.

- Study the impact of advanced education delivery systems and create guidelines for using these systems in the most optimum way.
- Conduct transfer of training research studies that investigate the impact of computer-based instruction on performance in simulated and actual operational environments.

The network's primary strategic goal is to achieve self-sufficiency through the sale of network programming and training services to the aviation industry at-large. Educational programming to universities and colleges would be provided at no cost to receiving institutions of higher education. To facilitate this goal, UND Aerospace intends to work with a long-term strategic corporate partner who will make a financial investment in the network.

BACKGROUND

The Airway Science Network has been in planning and development since the late 1980's as the FAA began exploring the possibility of distance education as a means for the enhancement of instruction in aviation nationwide. By the end of FY93, some $15 million will have been invested in the Airway Science Network--over $8.5 million from the FAA and over $6.0 million in matching funds and in-kind contributions from UND Aerospace. In September 1990, UND Aerospace contracted with IBM to design a satellite-based distance education center modeled after their highly successful satellite training networks. A year later, UND Aerospace again contracted with IBM to build a state-of-the-art center for development and delivery of distance education. The result of this contract was a state-of-the-art satellite broadcast center, a commercial-quality television/video production center, three different kinds of advanced technology classrooms, two multimedia learning centers, a multimedia development center, a Regional Weather Information Center with its own broadcast systems, and a computer center with sufficient capacity for the storage and delivery of instructional material. All of these physical resources now stand ready to meet the tremendous training challenges of the aerospace community.

THE NEED FOR THE AIRWAY SCIENCE NETWORK

Presently there are forty-two colleges and universities around the country designated by the FAA as Airway Science Schools which offer undergraduate airway science programs. These institutions are shouldering the responsibility for preparing an ever-increasing portion of the work force, both in the private and public sector. There exists considerable variability in the size of these programs and in the manner in which instruction is presented--variability in the educational resources, in the material used, in methodologies employed, and in the professional preparation of the instructors. It is in the best interests of this industry and therefore directly in the national interest to maximize the quality of each of these many programs. In a national survey of airway science programs were recently contacted to ascertain their interest in participating in a distance education network. Of the 42 programs, over 30 responded to the survey and all respondents indicated a willingness and/or a need to participate in a distance education network for airway science subject matters.

With increasingly powerful and more affordable computer and telecommunications technologies on the market, the enhancement of instruction in the aerospace disciplines through the use of emerging technology has never been more promising and feasible. The aerospace community has three unmet needs in this area. First, it needs timely, high-quality, and effective instruction delivered directly to the workplace and the classroom. Second, it needs high-quality examples and prototypes of the newest forms of instructional technology such as multimedia, hypermedia, intelligent tutoring systems, simulations, virtual environments, and performance support systems. Third, it needs to comprehensively and systematically study the effects of technology-based instruction on its learners so that training administrators and decision-makers can use these technology-based training resources more effectively to meet their training requirements.

OPPORTUNITIES

The acceptance and demand for distance education has exploded in the past few years, fueled by recent advances in signal compression technology and the need for just-in-time training. For example, the National Technological University, a satellite-based education network offering engineering and computer science graduate degrees, will soon expand from four to eight simultaneous channels of programming broadcast to over 40 universities and over 350 companies around the country. In business television, the Law Enforcement Television Network, a satellite-based training network for law enforcement agencies, will reach out to over 2500 subscribing agencies. The opportunity to provide this type of service to the aviation and aerospace industry has never been better.

In higher education, the Airway Science Network has the potential to enhance the quality of instruction in colleges and universities in several significant ways. First, it can provide courses to disadvantaged programs that they do not and cannot offer. Second, it can be used to provide the timely transmission of information to all airway science programs. Even the programs which do offer a full range of courses would benefit from the network's plan to offer daily weather, news, and information about current events in an industry which is constantly changing. Finally, it can be the catalyst for enhancing the sense of community among students, scholars, and industry professionals. Bringing together diverse groups of people from all over the nation into a common setting, to interact and to learn, will surely provide participants with the unparalleled opportunity to get to know others in the industry, and to be exposed to other ways of thinking and acting.

The network provides an opportunity to assist the FAA in meeting its enormous training requirement, not only of its own employees but of the numerous industry professionals who require continual FAA certification and training. For example, it is reported that the FAA spends $750-$850 million to train its 52,000 plus work force. Last year, the FAA spent some $40 million in travel and per diem expenses alone. By the year 2000, the 100 new systems which will be put into service will impose a tremendous training requirement to both government and industry. In addition to all of this, there are almost 700,000 pilots in the U.S. which require continual recurrent training. The Airway Science Network can lead the way in cutting the costs of this training through satellite delivery.

The Airway Science Network will provide UND Aerospace with the opportunity to share its sizable array of intellectual resources, expertise, and vision to meet the training needs of the various sectors of the aviation industry. UND Aerospace employs over 70 full-time faculty in four academic departments--Aviation, Atmospheric Sciences, Computer Science, and Space Studies. In addition, the college employs over 140 full-time flight instructors and many other professional staff members involved in various ongoing research and development projects.

The Department of Aviation is one of the leading and most comprehensive undergraduate programs in the country with some 50 courses in support of bachelors degrees in:

- Aviation Administration
- Airway Science Management
- Airway Computer Science
- Aircraft Systems Management
- Airport Administrations
- Aeronautical Studies
- Air Transport
- Electronic Systems

- Aviation Maintenance Management
- Air Traffic Control

UND Aerospace maintains a modern 165,000 square foot flight training complex, complete with computerized dispatch service, flight planning rooms, self-study areas, instructor offices, briefing rooms, and student lounges. Over 100 aircraft and simulators, including 13 different types of airplanes and three types of helicopters, comprise one of the largest civilian training fleets in North America.

UND Aerospace has established several of the finest research & development centers in the country. Engaged in numerous leading edge projects, these centers include:

- Technology-Based Instruction Research Lab--an organization dedicated to the development, implementation, and evaluation of advanced forms of instructional technology in aerospace; currently oversees two (soon to be three) computer-based instruction labs.

- High Altitude Chamber--a pressure chamber used to conduct training and research related the effect of high altitudes on human physiology.

- Scientific Computing Center--the home of UND Aerospace's Cray AMP supercomputer; provides computing support to the college.

- Earth Systems Science Institute--housed in $7 million facility; dedicated to the study and preservation of natural resources.

- Regional Weather Information Center--a video production and broadcast studio dedicated to the delivery of weather information and forecasts.

Finally, UND Aerospace enjoys one of the largest student populations of ab initio pilots and air traffic controllers of in the country, providing an ideal population for the research and test best for the research and evaluation initiatives to be undertaken by this Center. These students will also provide a valuable labor source for projects through internships and cooperative studies. There are currently 1200 undergraduate majors in aviation, 60 undergraduate majors in atmospheric sciences, and 30 undergraduate majors in computer science. Computer science and space studies graduate programs have over 40 students.

STATEMENT SUBMITTED
BY
DR. KENDALL BAKER
PRESIDENT, UNIVERSITY OF NORTH DAKOTA

TO

SUBCOMMITTEE ON TRANSPORTATION
HOUSE APPROPRIATIONS COMMITTEE

THE FEDERAL TRANSPORTATION SUPERCOMPUTER CENTER

The University of North Dakota is proposing that it house and operate the Federal Transportation Supercomputer Center (FTSC), and is requesting $15.8 million in FY94 to fund the supercomputer equipment and support resources necessary to establish the FTSC. The FTSC will be dedicated to serving the research requirements of the various administrations within the United States Department of Transportation (DOT). It is anticipated that additional funds will be needed in FY95 to complete the FTSC supercomputer resource acquisition.

Establishing the FTSC--and operating it at UND--will provide a series of primary benefits to the DOT:

- *The FTSC will supply the DOT with access to state-of-the-art high performance computing resources for use in advanced research.* Access to the simulation and modeling capabilities of a supercomputer is needed to enhance efforts by the DOT to improve the safety, security, and accessibility of the nation's transportation system. These resources will allow scientists within the DOT to conduct research and safety analyses in areas that are generally too complex, expensive, or dangerous to address in any other manner. Research supported by supercomputer-based models will assist DOT scientists in assessing the viability of emerging technologies, allowing the DOT to take advantage of technical advances in a timely and cost-effective manner.

- *The FTSC will establish an environment in which the DOT can effectively employ advanced computing technology over a full range of application areas, ensuring effective distribution and use of these resources across all of the DOT* . The value of supercomputing as an enabling technology for scientific advancement is well established throughout government and industry. The need for continuing improvements in transportation safety and effectiveness makes it essential that DOT researchers be able to widely apply supercomputing tools, and that their usage be embedded in ongoing DOT research efforts. The FTSC will serve as the DOT's focal point for employing and understanding supercomputing technology.

- *The FTSC will leverage the extensive DOT research experience and supercomputer support capabilities of UND, minimizing initial and ongoing costs, and ensuring effective operational support.* UND is home to one of the nation's most advanced aviation schools, and has been engaged in many joint projects with DOT researchers, particularly in the Federal Aviation Administration. The existing scientific and computing support infrastructure at UND will help to maximize the DOT's return on its technology investment and ensure a well-managed computing and research environment for the DOT's scientists.

SUPERCOMPUTING APPLICATIONS IN TRANSPORTATION RESEARCH

The research projects to be supported by the Federal Transportation Supercomputer Center vary in scope and complexity, but focus on the DOT's mission of ensuring safe, efficient, secure and accessible transportation. In part, they encompass the following:

- THE FEDERAL AVIATION ADMINISTRATION

  For the *Federal Aviation Administration (FAA)*, the FTSC will provide the supercomputing resources necessary to support its proposed National Simulation Laboratory (NSL). The NSL will use computer simulation for advanced studies of air space capacity growth, air traffic control routing and airway conflict resolution, satellite navigation and communications modeling, landing system and airport surface automation, aviation accident analysis and prevention, and enhanced aviation weather forecasting.

As stated by the FAA R,E&D Advisory Committee in a report to the FAA: "The NSL is necessary. It is of major importance to support the design and development of a safe and efficient ATC system for the twenty-first century by:

- facilitating quicker acceptance of new ATC technologies;
- demonstrating, testing, and validating promising concepts in an integrated National Airspace System (NAS) environment;
- achieving more rapid development and deployment;
- providing improved identification of future research needs; and
- providing an enhanced mechanism for gaining early domestic and international acceptance of new procedures and equipment."

The capabilities provided by the FTSC are integral to the full system prototyping desired by the FAA. For example, the FTSC supercomputers will allow FAA researchers to model and study interactions of system elements in an entire ATC flow model rather than a constrained, artificial prototype. Such insight is critical to the FAA's development of the future air traffic management system of the United States. Additionally, effective adaptation and timely deployment of new technologies, such as the Global Positioning System (GPS) high-precision navigation capability, can be significantly enhanced through the use of full system prototyping simulations conducted on the FTSC supercomputers. The effective transfer of GPS technology from military application to the commercial aviation sector alone offers the Federal Government and civil users the opportunity to save millions of dollars when compared to the continued deployment of alternative, outmoded navigational systems. Supercomputer simulations will be necessary to ensure that this transfer is accomplished in a safe, timely, and effective manner, and at minimal expense to the Federal Government and civil aviation communities.

Further, FTSC supercomputers will assist FAA researchers in developing advanced explosive detection devices, establishing Airworthiness Directives for aging aircraft, and fostering the design of safer and more efficient aircraft . As an example, supercomputer simulations conducted by the Boeing Company in cooperation with the FAA recently helped to uncover the cause of two incidents of engines being sheared from Boeing 747 cargo jets. The simulations, conducted on a Cray Research, Inc. supercomputer, helped researchers discover that the fuse pins which hold the engines to the wing react unexpectedly under severe loads. A microscopic "crankshaft" effect, undetectable through traditional testing techniques, caused the fuse pins to experience stress levels eight-to-ten times greater than previously anticipated. This stress magnified the effects of small, corrosive-related cracks, causing the fuse pins to fail. The supercomputing resources available through the FTSC will help ensure that FAA researchers can employ similar research techniques to evaluate aircraft component safety and effectiveness.

- THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

The *National Highway Traffic Safety Administration (NHTSA)* will be able to keep pace with the automobile manufacturers it monitors through the use of simulated crash and safety testing. Virtually every automobile manufacturer in the world uses supercomputer simulations for crashworthiness and rollover testing, saving millions of dollars in experimental costs and gaining insight beyond that available through actual physical tests. Use of the same technology by NHTSA will help validate experimental data and ensure uniform standards and compliance with safety measures throughout the automotive industry. Additionally, supercomputer simulation can assist NHTSA in the evaluation and development of Intelligent Vehicle/Highway Systems (IVHS) to improve the crash avoidance capabilities of motor vehicles.

- THE FEDERAL HIGHWAY ADMINISTRATION

In support of the *Federal Highway Administration (FHWA)*, the FTSC will facilitate environmental impact studies of noise and air pollution, as well as assessments of highway construction on wetlands and other natural resources. Use of the FTSC's supercomputers will also enhance the FHWA's Bridge Replacement and Rehabilitation Program, support advanced highway material development, and help speed the implementation of a prototype automated highway and vehicle system for the National Intelligent Vehicle Highway System Strategic Plan.

- THE FEDERAL RAILROAD ADMINISTRATION

  The *Federal Railroad Administration (FRA)* will be able to use the FTSC to conduct logistics analyses for railroad management, safety, and modal fuel efficiency. Supercomputer-based simulations will be used to characterize and test mechanisms such as freight car roller bearings and wheel flaws, and will provide for enhanced analysis of the durability of complex track components under the strains caused by higher train speeds, heavier cars, and increasing traffic density. Additionally, high-speed rail and magnetic levitation (maglev) technologies can be analyzed to help ensure the safety and accessibility of such systems as they are introduced into the United States.

- THE UNITED STATES COAST GUARD

  The *United States Coast Guard (U.S. Coast Guard)* will be able to access the FTSC supercomputers to more quickly analyze and direct the control of oil spills and other hazardous waste accidents. U.S. Coast Guard researchers will be able to combine supercomputer-based oceanographic weather models along with physical property models of spilled hazardous materials to predict their movement along coastlines, helping to direct cleanup and spill containment efforts.

- THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

  Computational models employed at the FTSC will help *Research and Special Programs Administration (RSPA)* researchers analyze the material properties of oil and gas pipelines and related equipment. These studies will be used to develop safer designs and understand the stress and strain properties of aging pipeline materials.

THE FTSC AND THE UNIVERSITY OF NORTH DAKOTA

The proposed Federal Transportation Supercomputer Center is to be housed at and operated by the Center for Aerospace Sciences (CAS) at the University of North Dakota. Access to the

FTSC supercomputer systems will be provided to DOT researchers through high-speed network and satellite communications. On-site facilities are also available for visiting DOT researchers.

The University of North Dakota is located in Grand Forks, North Dakota, near the Minnesota state border. The school is the state's oldest, largest and most diversified university. More than 12,000 students are enrolled in over 130 undergraduate and graduate programs.

The Center for Aerospace Sciences (CAS) is UND's second largest college, with a student enrollment of over 2,200. As one of the nation's foremost aviation and aerospace schools, CAS maintains extensive transportation and aviation educational programs. CAS has conducted pioneering aviation safety research in areas such as microburst windshear, aircraft icing, and severe storm analysis, and fundamental CAS programs, such as the Airway Science curriculum, were developed jointly with the FAA.

CAS also operates the UND Scientific Computing Center, housed in a new state-of-the-art building and hosting a CRAY X-MP supercomputer. While the CRAY X-MP has been effective in supporting the academic research of UND scientists, meeting the extensive needs of DOT researchers will require an upgrade to more powerful parallel vector and massively parallel systems. By utilizing the established UND Scientific Computing Center, the DOT can

- focus FTSC funding resources on supercomputers and related instrumentation rather than "bricks and mortar", providing the DOT with as powerful a technical resource as possible for its investment; and

- take advantage of a physical plant which can readily accommodate the installation of supercomputer systems, ensuring the DOT that the FTSC can become an effective operational resource within a minimal a start-up period.

REQUESTED FUNDING AND USAGE ALLOCATION

It is requested that a Federal Budget Appropriation of $15.8 million be made in FY94 to establish the FTSC and upgrade the parallel vector supercomputer resources already in place at UND. Further, it is expected that this initial funding request will be followed by a request of $6.9

million in FY95 to add massively parallel processing resources to the FTSC. These funds will allow the purchase of supercomputer systems, networking capabilities, and support services commensurate with the needs of DOT research programs. They will also provide for the operations and maintenance of the supercomputers through FY96.

In return for facilities management services and ongoing operation of the FTSC supercomputer systems, it is proposed that UND receive 30% of the available supercomputer cycle time and data storage capacity, and that 70% of these resources be allocated for use by the DOT.

CONCLUSION

The research requirements of the DOT are extensive and varied. Through the simulation capabilities of supercomputers, DOT scientists can gain insight that is difficult or impossible to attain in any other fashion. Establishment of the Federal Transportation Supercomputer Center will promote continued improvements in the safety, accessibility, efficiency, and security of the United States transportation system. The experience of UND in supporting DOT research projects and operating an advanced supercomputer facility make it the ideal location at which to establish the FTSC.

REFERENCES

1. Concepts and Description of the Future Air Traffic Management System for the United States, U.S. Department of Transportation, Federal Aviation Administration, April 1991.
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3. Dr. Andres G. Zellweger, “FAA’s National Simulation Capability,” Journal of ATC, March 1993.
4. “Computer Finds Excess Stress on 747 Parts,” The Washington Post, April 11, 1993.

BUDGET SUPPLEMENT

TO THE

STATEMENT SUBMITTED
BY
DR. KENDALL BAKER
PRESIDENT, UNIVERSITY OF NORTH DAKOTA

TO

SUBCOMMITTEE ON TRANSPORTATION
HOUSE APPROPRIATIONS COMMITTEE

THE FEDERAL TRANSPORTATION SUPERCOMPUTER CENTER

1.0 INTRODUCTION

This document is a Supplement to the Statement submitted to Congress by Dr. Kendall Baker, President of the University of North Dakota, which proposes the establishment of a Federal Transportation Supercomputer Center (FTSC), to be housed at the University's Center for Aerospace Sciences. This Supplement provides further budget information for evaluation by the Subcommittee on Transportation of the House Appropriations Committee and the Department of Transportation (DOT).

The initial Statement proposes an FTSC environment which supports ready access to advanced supercomputer resources and application tools for researchers from each of the DOT's administrations, and the ability to expand these resources as future demand dictates. The foundation for this environment is a parallel vector supercomputer system; expansion of the FTSC to include a complementary massively parallel supercomputer system is also anticipated.

The concept of a base FTSC resource with inherent expansion capacity is fundamental to the supercomputer system initially proposed. This design concept can also be applied to supercomputer configurations of lower total performance, smaller initial capacity, or limited expansion capability. While delivering less technical resource to the DOT research community, and possibly requiring higher life cycle costs should expansion be required, such systems would allow the FTSC to begin its mission with a reduced initial investment.

This Supplement provides a detail description of the hardware, software, and operational budget projections for the system proposed in the Statement, denoted as Option I. It also includes Options II and III, which employ similar concepts, but must introduce some compromise in areas such as system memory, number of processing units, data storage capacity, or expansion capability in order to reduce the investment cost to the DOT.

Two items are important to note. First, the existing facilities at the University of North Dakota allow the DOT to leverage virtually all of its investment into the hardware and software resources that will make the FTSC productive, rather than buildings or staff. Second, the supercomputer architecture proposed supports the widest variety of commercial off-the-shelf application software and Government-developed scientific software available, allowing DOT researchers to quickly begin taking advantage of these systems upon their deployment. These assets will help ensure the success of the FTSC, as well as the most effective return on investment possible for the DOT.

2.0 OPTION I SYSTEM DESCRIPTION

The supercomputer system to be used by the FTSC has been configured in accordance with a series of objectives. It has been designed to

- *Provide a sufficient base of processing utility to support each of the various DOT administrations.*

  The Option I system includes a state-of-the-art CRAY C98 supercomputer with four central processing units (CPUs), each with a peak processing speed of one billion floating point operations per second. The performance of these CPUs is required to provide meaningful and timely calculations for the advanced scientific simulation and modeling work done by DOT researchers. Multiple CPUs (four) are important to support effective turnaround and load balancing for the large number of scientific computing jobs anticipated for the system.

  The Option I system also includes 128 million words (one billion bytes) of central memory, allowing large problems to be stored in core memory, and effectively supporting interactive processing for the system's users. Complementing the large central memory is a 512 million word (four billion byte) Solid State Storage Device (SSD), which transfers blocks of data to memory at a rate of 1.7 billion bytes per second. These system features will be especially important for effective staging of large data sets in programs such as air traffic control routing simulations for the Federal Aviation Administration (FAA), oil spill analysis for the U.S. Coast Guard, and crashworthiness testing for the National Highway Traffic Safety Administration (NHTSA).

- *Minimize system orientation and software conversion requirements for DOT researchers.*

  Because of the wide array of commercial off-the-shelf (COTS) software programs and Government-developed applications which it can operate, and which have use in DOT research efforts, a parallel vector supercomputer architecture has been designated for the Option I system. The Option I also employs an industry-standard operating system and programming environment (UNIX-based), which provides significant ease of use for rapid software porting and custom application development. Today, the most productive supercomputer environments allow end-users to focus on their respective areas of scientific interest and minimize the amount of computer expertise necessary to effectively utilize the system. The Option I supercomputer has been configured with this as a priority for DOT researchers.

- *Allow for future expansion with minimal upgrade cost as requirements increase.*

  The Option I system allows for the in-field addition of four CPUs (doubling the processing capability), and central memory expansion of up to 512 million words (4 billion bytes). CPUs may be added one at a time, making performance enhancement especially cost effective. The SSD may also be expanded in the field to 2 billion words (16 billion bytes), and peripheral expansion to many times the initial configuration is possible. In total, the system may be expanded to well over twice its initial performance capacity as needs dictate without adding cabinets or requiring software modification, providing the DOT with a high-performance, cost-effective resource well into the future.

- *Allow for future integration of alternate supercomputer architectures, such as massively parallel processor systems.*

  While parallel vector supercomputers continue to provide the most productive scientific computing environment today, the potential of massively parallel processing (MPP) may offer significant value to the DOT in the future. Possible DOT applications for this technology include mesh generation for structural analysis work done by NHTSA, the Federal Railroad Administration (FRA) and the Research and Special Programs Administration (RSPA), as well as near-real time wind shear forecasting for the FAA. To support this technology, the Option I system can be direct-channel connected to a Cray Research T3D MPP system, or network-connected to alternative MPP systems. In either case, a future heterogenous computer processing environment including MPP and parallel vector technology can be implemented using the Option I system as a base.

In summary, the Option I system provides an outstanding foundation for near-term success of the FTSC, as well as the capacity to support long-term expansion of supercomputing resources as it is required.

Federal Transportation Supercomputer Center: OPTION I Parallel Vector System Configuration

QTY	OPTION I SYSTEM: HARDWARE ITEMS	UNIT PURCHASE	EXTENDED PURCHASE	UNIT MAINTENANCE	EXTENDED MAINTENANCE
1	CRAY C98/4-128	$12,000,000	$12,000,000	$35,800	$35,800
1	Additional IOC	$300,000	$300,000	$300	$300
1	SSDC90/512	$1,500,000	$1,500,000	$3,100	$3,100
3	DE-60 Disk Drive Cabinets	$30,000	$90,000	$340	$1,020
20	DD-60 Disk Drives (39.2 GBytes of Storage)	$32,000	$640,000	$170	$3,400
8	DCA-2 Disk Channel Adapters	Included	Included	Included	Included
1	CCA-1 OWS Channel Adapter	$7,500	$7,500	$125	$125
1	TCA-1 Tape Channel Adapter	$7,500	$7,500	$125	$125
12	DCA-2 Disk Channel Adapter	$7,500	$90,000	$125	$1,500
2	HiPPI Channel	$50,000	$100,000	$500	$1,000
	SUBTOTAL		$14,735,000		$46,370
	Less: Remote Access Allowance				($2,319)
	SUBTOTAL		$14,735,000		$44,052
	Less: University Grant		($2,077,900)		
	Less: Time Buy-Back (60 Hrs/Mth for 36 Mths)		($864,000)		
	TOTAL		$11,793,100		

	SOFTWARE ITEM	PAID-UP LICENSE	MONTHLY LICENSE	MONTHLY MAINTENANCE
1	UNICOS Set Operating System	$0	$0	$0
1	CF77 Fortran Compiler (Binary Only)	$156,250	$3,250	$1,725
1	MPGS Multi Purpose Graphics System	$37,500	$625	$200
1	Standard C Compiler (Binary Only)	$125,000	$2,600	$1,375
	TOTAL SOFTWARE LICENSE FEES	$318,750	$6,475	$3,300

LIFE CYCLE COST, FY 1994-6	*FY 1994* YEAR 1	*FY 1995* YEAR 2	*FY 1996* YEAR 3	TOTAL
Net Hardware	$11,793,100	$0	$0	
Hardware Maintenance	$528,618	$528,618	$528,618	
Software License Fees	$77,700	$77,700	$77,700	
Software Maintenance	$39,600	$39,600	$39,600	
Software Analyst	$125,000	$125,000	$125,000	
Power and Cooling (Estimated)	$84,000	$84,000	$84,000	
Networking Equipment & Interfaces	$218,000	$24,000	$24,000	
Transportation and Insurance (Estimated)	$15,000	$0	$0	
SUBTOTAL	$12,881,018	$878,918	$878,918	$14,638,854
Plus: CAS FTSC Support Costs (See Detail)				$1,161,054
TOTAL LIFE CYCLE COSTS, FY 1994-6				$15,799,908
TOTAL REQUESTED FUNDING, FY 1994				$15,800,000

OPTION I System Configuration and Life Cycle Cost Analysis

Federal Transportation Supercomputer Center: 3-Year Operational Budget Analysis, OPTION I SYSTEM

FY 1994 - 1996 FEDERAL TRANSPORTATION SUPERCOMPUTER CENTER (FTSC)	YEAR OF EXPENDITURE			
OPERATIONS BUDGET ITEM	**FY 1994**	**FY 1995**	**FY 1996**	**TOTAL**
Instrumentation, Training, & Supplies				
Visiting DOT Researcher Support Equipment	$107,000	$7,490	$7,490	
Communications	$12,000	$12,000	$12,000	
Data Processing Supplies	$5,000	$5,250	$5,513	
Software Rental	$19,296	$21,226	$23,349	
General Office Overhead	$9,000	$9,000	$9,000	
DOT Training Support	$12,000	$3,000	$3,150	
	$164,296	$57,966	$60,502	$282,764
UND Center for Aerospace Sciences Support Staff for FTSC				
Salaries:				
Program Manager	$40,000	$42,000	$44,100	
Programmer/Analyst	$36,750	$38,588	$40,517	
Graphics Specialist	$31,500	$33,075	$34,729	
Computer Operator	$40,000	$42,000	$44,100	
Data Network Administrator	$31,500	$33,075	$34,729	
General Administration	$25,000	$26,250	$27,563	
Student Assistants	$30,400	$21,840	$10,584	
Benefits	$56,436	$56,839	$56,717	
	$291,586	$293,666	$293,038	$878,290
OPERATIONS BUDGET, OPTION I SYSTEM				$1,161,054

OPTION I System Operational Budget Analysis

3.0 OPTION II SYSTEM DESCRIPTION

The Option II system has been configured using the same objectives as the Option I system, but includes some performance and capacity reductions to help minimize the initial investment required to initiate the FTSC.

Similar to the Option I, the Option II system employs a parallel vector architecture in its use of CRAY C90 technology. The features of the Option II system and the impact of the relative differences between Option I and Option II are assessed below.

- *Processing utility and capacity.*

  The Option II system includes two CPUs, each with a peak processing speed of one billion floating point operations per second. As with Option I, the multiple CPUs available to the DOT in the Option II system will be important for supporting effective turnaround and balancing of the DOT's scientific computing workload. The two CPUs of Option II system provide one-half of the initial processing capability of the Option I system.

  The Option II system includes 64 million words (512 million bytes) of central memory, complemented by a 512 million word (four billion byte) SSD. This is one-half the central memory of the Option I system, but an SSD capacity that is equivalent to that of the Option I system. Again, these features will be very important for support of transfer of the large data sets used by DOT researchers in simulation and modeling, resulting in timely throughput of their applications.

- *Expansion capability.*

  The Option II system is expandable in the field to four CPU's, or twice its initial processing capacity, and 256 million words (two billion bytes) of central memory (four times the initial memory configuration). The SSD can be expanded in the field to a maximum of two billion words (16 billion bytes), which is equivalent to the maximum SSD capacity of the Option I system. Extensive peripheral additions can be accommodated in the Option II system.

- *Other items.*

  Other features of the Option II system are highly similar or identical to those of the Option I system. The Option II system uses the same operating system (UNIX-based) and programming environment as the Option I system, and has the capability to communicate with a massively parallel processing system via a direct-channel attachment or network connection. All of the same application programs run on both the Option I and Option II systems.

In comparison to the Option I system, the primary operational compromise will be in the area of possible constraints to production job throughput, due to the reduced number of CPUs (two vs. four) and the smaller central memory size (64 million words vs. 128 million words). With heavy system loads, these limitations would cause DOT researchers to experience slower turnaround of their application results than on the Option I system, and may necessitate an expansion of the number of CPUs or memory in the Option II system. The total capacity of the Option II system will be limited to one-half that of the Option I system.

In summary, the Option II system will provide the FTSC with a full scientific computing operating environment, with significant performance capabilities and expansion capacity, while limiting the initial investment required for the FTSC.

Federal Transportation Supercomputer Center: OPTION II Parallel Vector System Configuration

QTY	HARDWARE ITEM	UNIT PURCHASE	EXTENDED PURCHASE	UNIT MAINTENANCE	EXTENDED MAINTENANCE
1	CRAY C94/2-64	$6,000,000	$6,000,000	$31,000	$31,000
1	Additional IOC	$300,000	$300,000	$300	$300
1	SSDC94/512	$1,500,000	$1,500,000	$3,100	$3,100
2	DE-60 Disk Drive Cabinets	$30,000	$60,000	$340	$680
12	DD-60 Disk Drives (23 52 GBytes of Storage)	$32,000	$384,000	$170	$2,040
8	DCA-2 Disk Channel Adapters	Included	Included	Included	Included
1	CCA-1 OWS Channel Adapter	$7,500	$7,500	$125	$125
1	TCA-1 Tape Channel Adapter	$7,500	$7,500	$125	$125
4	DCA-2 Disk Channel Adapter	$7,500	$30,000	$125	$500
2	HiPPI Channel	$50,000	$100,000	$500	$1,000
	SUBTOTAL		**$8,389,000**		**$38,870**
	Less: Remote Access Allowance				($1,944)
	SUBTOTAL		**$8,389,000**		**$36,927**
	Less: University Grant		($1,066,680)		
	Less. Time Buy-Back (60 Hrs/Mth for 36 Mths)		($864,000)		
	TOTAL		**$6,458,320**		

	SOFTWARE ITEM	PAID-UP LICENSE	MONTHLY LICENSE	MONTHLY MAINTENANCE
1	UNICOS Set Operating System	$0	$0	$0
1	CF77 Fortran Compiler (Binary Only)	$125,000	$2,600	$1,375
1	MPGS Multi Purpose Graphics System	$37,500	$625	$200
1	Standard C Compiler (Binary Only)	$100,000	$2,100	$1,100
	TOTAL SOFTWARE LICENSE FEES	$262,500	$5,325	$2,675

LIFE CYCLE COST, FY 1994-6	*FY 1994* YEAR 1	*FY 1995* YEAR 2	*FY 1996* YEAR 3	TOTAL
Net Hardware	$6,458,320	$0	$0	
Hardware Maintenance	$443,118	$443,118	$443,118	
Software License Fees	$63,900	$63,900	$32,100	
Software Maintenance	$32,100	$32,100	$32,100	
Software Analyst	$125,000	$125,000	$125,000	
Power and Cooling (Estimated)	$72,000	$72,000	$72,000	
Networking Equipment & Interfaces	$218,000	$24,000	$24,000	
Transportation and Insurance (Estimated)	$14,000	$0	$0	
SUBTOTAL	$7,426,438	$760,118	$728,318	**$8,914,874**
Plus: CAS FTSC Support Costs (See Detail)				$1,077,287
TOTAL LIFE CYCLE COSTS, FY 1994-6				**$9,992,161**
TOTAL REQUESTED FUNDING, FY 1994				**$9,950,000**

OPTION II System Configuration and Life Cycle Cost Analysis

Federal Transportation Supercomputer Center: 3-Year Operational Budget Analysis, OPTION II SYSTEM

FY 1994 - 1996 FEDERAL TRANSPORTATION SUPERCOMPUTER CENTER (FTSC) OPERATIONS BUDGET ITEM	YEAR OF EXPENDITURE FY 1994	FY 1995	FY 1996	TOTAL
Instrumentation, Training, & Supplies				
Visiting DOT Researcher Support Equipment	$75,000	$6,741	$6,741	
Communications	$10,800	$10,800	$10,800	
Data Processing Supplies	$5,000	$5,250	$5,513	
Software Rental	$19,296	$21,226	$23,349	
General Office Overhead	$7,500	$7,500	$625	
DOT Training Support	$9,000	$3,000	$3,150	
	$126,596	$54,517	$50,178	$231,291
UND Center for Aerospace Sciences Support Staff for FTSC				
Salaries:				
Program Manager	$40,000	$42,000	$44,100	
Programmer/Analyst	$35,000	$36,750	$38,588	
Graphics Specialist	$30,000	$31,500	$33,075	
Computer Operator	$38,000	$39,900	$41,895	
Data Network Administrator	$31,500	$33,075	$34,729	
General Administration	$24,000	$25,200	$26,460	
Student Assistants	$28,000	$21,840	$10,584	
Benefits	$54,360	$55,264	$55,063	
	$280,860	$285,529	$284,494	$850,882
OPERATIONS BUDGET, OPTION II SYSTEM				$1,082,173

OPTION II System Operational Budget Analysis

4.0 OPTION III SYSTEM DESCRIPTION

The Option III system has been configured using the same objectives as the Option I and Option II systems, but includes some further performance and capacity reductions to help minimize the initial investment required for the FTSC.

The Option III system also employs a parallel vector architecture in its use of CRAY C90 technology. The features of the Option III system and the impact of its relative differences when compared to Options I and II are assessed below.

- *Processing utility and capacity*

  The Option III system is configured with one CRAY C90 CPU, with a peak processing speed of one billion floating point operations per second. This is an extremely powerful system, and will likely provide the DOT with the sufficient capacity to initiate the FTSC program.

  The Option III system includes 32 million words (256 million bytes) of central memory, complemented by a 32 million word (256 million byte) SSD. This is one-quarter the memory of the Option I system. The SSD operational capability is provided in the Option III system, but its size is significantly reduced, which will limit data set throughput when compared to the Option I and Option II systems. However, these features will be effective in supporting transfer of the large data sets used by DOT researchers in simulation and modeling, and, when coupled with the speed of the C90 CPU, can provide timely application throughput for a reduced number of jobs.

- *Expansion capability.*

  The Option III system is expandable in the field to two CPUs, or twice its initial processing capacity, and 128 million words (two billion bytes) of central memory (four times the initial memory configuration). The SSD can be expanded in an attachable chassis to 512 million words (four billion bytes), which is equivalent to the initial SSD capacity of the Option I system. Extensive peripheral addition can be accommodated in the Option III system.

- *Other items.*

  Other features of the Option III system remain highly similar or identical to those of the Option I and Option II systems. The Option III system uses the same operating system (UNIX-based) and programming environment as the Option I system, and has the capability to communicate with a massively parallel processing system via a direct-channel attachment or network connection. All of the same application programs run on the Option I and Option II and Option III systems.

In comparison to the Option I and Option II systems, the primary operational compromise of the Option III system will be in the area of constraints to production job throughput, due to the reduced number of CPUs, smaller central memory size, and smaller SSD size. With heavy system loads, these limitations would cause DOT researchers to experience slower turnaround of their application results than on either the Option I or Option II systems, and may necessitate an expansion of the number of CPUs or memory in the Option III system. The total capacity of the Option III system will be limited to one-quarter that of the Option I system.

In summary, the Option III system will provide the FTSC with a very high speed and high capacity initial system, with a full scientific computing operating environment, at a reduced initial investment level. Significant in-field performance capacity is inherent to the system, though the likelihood of increased life cycle costs due to a chassis upgrade is higher with Option III than on the other options. It is important to note that, though the Option III system is reduced in size when compared to Options I and II, it is still a very powerful supercomputer and could serve as an excellent starting point for the FTSC and DOT researchers. It is also important to note that there are alternative systems of similar architecture, but reduced processor speed and reduced entry cost, that could serve the initial needs of the FTSC.

Federal Transportation Supercomputer Center: OPTION III Parallel Vector System Configuration

QTY	HARDWARE ITEM	UNIT PURCHASE	EXTENDED PURCHASE	UNIT MAINTENANCE	EXTENDED MAINTENANCE
1	CRAY C92A/132	$3,250,000	$3,250,000	$25,600	$25,600
1	Additional IOC	$300,000	$300,000	$300	$300
1	SSDC92A/32i Internal SSD	$125,000	$125,000	$300	$300
2	DE-60 Disk Drive Cabinets	$30,000	$60,000	$340	$680
16	DD-60 Disk Drives (31.36 GBytes of Storage)	$32,000	$512,000	$170	$2,720
8	DCA-2 Disk Channel Adapters	Included	Included	Included	Included
1	CCA-1 OWS Channel Adapter	$7,500	$7,500	$125	$125
1	TCA-1 Tape Channel Adapter	$7,500	$7,500	$125	$125
8	DCA-2 Disk Channel Adapter	$7,500	$6[illegible],000	$125	$1,000
2	HiPPI Channel	$50,000	$100,000	$500	$1,000
	SUBTOTAL		**$4,422,000**		**$31,850**
	Less: Remote Access Allowance				($1,593)
	SUBTOTAL		**$4,422,000**		**$30,258**
	Less: University Grant		($442,200)		
	Less: Time Buy-Back (30 Hrs/Mth for 36 Mths)		($432,000)		
	TOTAL		**$3,547,800**		

	SOFTWARE ITEM	PAID-UP LICENSE	MONTHLY LICENSE	MONTHLY MAINTENANCE
1	UNICOS Set Operating System	$0	$0	$0
1	CF77 Fortran Compiler (Binary Only)	$75,000	$1,575	$825
1	MPGS Multi Purpose Graphics System	$37,500	$625	$200
1	Standard C Compiler (Binary Only)	$60 000	$1,250	$375
	TOTAL SOFTWARE LICENSE FEES	$172,500	$3,450	$1,400

LIFE CYCLE COST, FY 1994-6	*FY 1994* YEAR 1	*FY 1995* YEAR 2	*FY 1996* YEAR 3	TOTAL
Net Hardware	$3,547,800	$0	$0	
Hardware Maintenance	$363,090	$363,090	$363,090	
Software License Fees	$41,400	$41,400	$41,400	
Software Maintenance	$16,800	$16,800	$16,800	
Software Analyst	$125,000	$125,000	$125,000	
Power and Cooling (Estimated)	$54,000	$54,000	$54,000	
Networking Equipment & Interfaces	$218,000	$24,000	$24,000	
Transportation and Insurance (Estimated)	$14,000	$0	$0	
SUBTOTAL	$4,380,090	$624,290	$624,290	$5,628,670
Plus: CAS FTSC Support Costs (See Detail)				$1,077,287
TOTAL LIFE CYCLE COSTS, FY 1994-6				$6,705,957
TOTAL REQUESTED FUNDING, FY 1994				**$6,700,000**

OPTION III System Configuration and Life Cycle Cost Analysis

Federal Transportation Supercomputer Center: 3-Year Operational Budget Analysis, OPTION III SYSTEM

FY 1994 - 1996 FEDERAL TRANSPORTATION SUPERCOMPUTER CENTER (FTSC) OPERATIONS BUDGET ITEM	YEAR OF EXPENDITURE FY 1994	 FY 1995	 FY 1996	TOTAL
Instrumentation, Training, & Supplies				
Visiting DOT Researcher Support Equipment	$75,000	$6,741	$6,741	
Communications	$10,800	$10,800	$10,800	
Data Processing Supplies	$5,000	$5,250	$5,513	
Software Rental	$19,296	$21,226	$23,349	
General Office Overhead	$7,500	$7,500	$625	
DOT Training Support	$9,000	$3,000	$3,150	
	$126,596	$54,517	$50,178	$231,291
UND Center for Aerospace Sciences Support Staff for FTSC				
Salaries:				
Program Manager	$40,000	$42,000	$44,100	
Programmer/Analyst	$35,000	$36,750	$38,588	
Graphics Specialist	$30,000	$31,500	$33,075	
Computer Operator	$36,750	$38,588	$40,517	
Data Network Administrator	$31,500	$33,075	$34,729	
General Administration	$24,000	$25,200	$26,460	
Student Assistants	$28,000	$21,840	$10,584	
Benefits	$54,080	$54,949	$54,733	
	$279,310	$283,901	$282,785	$845,996
OPERATIONS BUDGET, OPTION III SYSTEM				$1,077,287

OPTION III System Operational Budget Analysis

TESTIMONY
House Transportation
Appropriations Subcommittee
Tribal Chairman Wilbur D. Wilkinson
Access Roads to Lake Sakakawea
(Garrison Reservoir)
Monday, March 29, 1993

Mr. Chairman:

My name is Wilbur Dale Wilkinson. I am Tribal Chairman of the Three Affiliated Tribes on the Fort Berthold Reservation in western North Dakota.

On October 30, 1992, Public Law 102-575 became reality for Three Affiliated Tribes. Title 35 of this law, called the "Three Affiliated Tribes Equitable Compensation Act", established a $149.2 million Recovery Fund for the taking of 156,000 acres of bottomlands which the Federal Government took from the Mandan, Hidatsa, and Arikara people to build the Garrison Dam.

P.L. 102-575 also addresses the transfer of certain lands along the shore of the Garrison Reservoir, now called Lake Sakakawea, and it states in Section 3503 that "Congress concurs in the (Joint Tribal) Advisory Committee's findings and conclusions that the United States did not justly compensate such Tribes when it acquired those lands". It further states in Section 3506 that eligibility for other services are not affected. It reads; "no payments pursuant to this title shall result in the reduction,or the denial of any Federal services or programs that the Three Affiliated Tribes ... or any of their members, are otherwise entitled to, or eligible for, because of their status as a federally recognized Indian tribe or member pursuant to Federal law".

The Joint Tribal Advisory Committee was established by the Secretary of the Interior on May 10, 1985, for the purpose of assessing the impacts of the Garrison Dam on the Three Affiliated Tribes. In its Final Report, submitted on May 23, 1986, the Final Report finds and recommends that "the tribes are entitled to the replacement of infrastructure destroyed by Federal action: health care facilities, school dormitories, a bridge for access between the communities and the central facilities, and adequate secondary access roads".

Mr. Chairman, the Three Affiliated Tribes mean to hold Congress to its concurrence of the JTAC commission's findings and recommendations. No amount of money could compensate us for the loss of our precious homelands; the rich, fertile bottomlands on which we achieved an independent, self-sufficient lifestyle. 40 years after this devastating loss, our people are still suffering from the effects through unemployment, disease, and poverty. These lands can never be returned; not after 40 years under the waters of Lake Sakakawea. This huge lake, which splits our reservation in half, has represented defeat for our people.

Utilizing the tremendous tourism potential of this lake, we want to turn it into a symbol of triumph. We are entitled to and we deserve to benefit from the opportunities that Lake Sakakawea presents. That is why I am here today; to ask Congress for $19 million to develop the access roads to this lake.

There are 14 sites along the shores of Lake Sakakawea that have come under the authority of the Secretary of the Interior for transfer to the Three Affiliated Tribes and individual Indian and non-Indian landowners through the Three Affiliated Tribes Equitable Compensation Act. This is a complex issue which we hope to expedite through the Secretary of the Interior. Secretary Babbitt has given us his commitment that he will come up with a plan for conveyance of those lands in the very near future.

I have met with North Dakota Governor Ed Schafer and conveyed to him our intent to develop the tourism potential of this huge lake. The Governor and I have come to understand that any kind of infrastructure development of Lake Sakakawea can only benefit all citizens of the state of North Dakota through an increased influx in tourism dollars.

The roads that are currently serving these 14 recreation sites are unpaved and quickly deteriorate the closer they are to the lake. Many of the roads near the lake are two-wheel track ruts.

We plan to utilize the lake to its fullest potential. Initiatives are in place to promote tourism and recreational travel. However, we cannot capitalize on them if the roads are inadequate and unsafe. Travelers are not likely to return if they encounter difficulty in gaining access to the lake.

How will the Three Affiliated Tribes benefit? Through the jobs that this road construction will provide and better roads once they are completed, improving the delivery of services.

Unemployment on Fort Berthold is approximately 80%, which means that there an existing workforce readily available. Bureau of Labor statistics indicate that there are 2,224 people available for work in the immediate vicinity of the reservation. We feel that the millions of dollars coming into our reservation will greatly improve efforts to develop our depressed economy as we adjust to future opportunities.

Mr. Chairman, I agree with President Clinton when he says that America's infrastructure is crumbling and he is committed to restoring it. Our infrastructure did not have a chance to crumble; it was completely destroyed. What replaced it was totally inadequate and we need the financial resources to replace it.

LAKE SAKAKAWEA SHORELINE DEVELOPMENT FOR THE THREE AFFILIATED TRIBES OF THE FORT BERTHOLD RESERVATION IN NORTH DAKOTA

Request: Improved road access to 14 bays or parks at Lake Sakakawea on the Ft. Berthold Reservation for development of shoreline recreational opportunities for Indian and non-Indian communities. Cost: $19.4 million.

Background: The construction of the Garrison Dam (part of the Pick Sloan Program) resulted in the flooding of one-quarter, or over 150,000 acres, of the Three Affiliated Tribes' land, with 94% of the flood area being prime agricultural land. The remaining part of the reservation was divided into 5 waterbound areas. Much of the infrastructure of the reservation was lost, and eighty percent of the Tribes' members were forced from their homes. The Secretary of the Interior appointed a Commission to make recommendations on compensation to the Three Affiliated and the Standing Rock Sioux Tribes, and this report was completed in 1986. The report specifically recommended development of shoreline recreational potential.

Need. Even though the potential for shoreline development on Lake Sakakawea is great, as evidenced by the many off-reservation public recreation sites (for boating, swimming, fishing and camping) on the lake, the Tribe has seen very little benefit from the lake which was created at the expense of its homes and best agricultural land. The Tribe currently manages four recreation sites on the Lake, all of which are underdeveloped. Development of the shoreline, and access to it, is an integral part of the Tribe's plans to increase tourism and other economic enterprises.

Congressional Intent on Shoreline Development. In 1992, Congress accepted the recommendations of the 1986 Commission report by enacting the Three Affiliated Tribes and Standing Rock Sioux Tribe Equitable Compensation Program (P.L. 102-575).

Senate Report 102-267 noted the $149 million compensation settlement for the Three Affiliated Tribes from which they will receive the interest derived therefrom beginning in FY1998. The Senate Report noted that the Commission report recommended secondary and access roads as replacement infrastructure, and stated at page 191:

> The Committee nevertheless believes that every effort should be made by the Administration and the Congress to provide additional federal funding through annual appropriations for these infrastructure priorities, taking into account that JTAC deemed several of these infrastructure replacement needs to be urgent and critical five years ago.

Immediate Jobs Creation. Work can begin immediately on this project, including field surveys, environmental and archaeological assessment, grading and draining of roads, and construction of boat ramps and docks. Many of the employees will be tribal members, a critical fact in light of the fact that 80% of the Tribes' adult members are available for work.

Calendar No. 432

102D CONGRESS *2d Session*	SENATE	REPORT 102-267

RECLAMATION PROJECTS AUTHORIZATION AND ADJUSTMENT ACT OF 1992

REPORT

OF THE

COMMITTEE ON ENERGY AND NATURAL RESOURCES UNITED STATES SENATE

TO ACCOMPANY

H.R. 429

together with

ADDITIONAL VIEWS

MARCH 31 (legislative day, MARCH 26), 1992.—Ordered to be printed transfers with result in no net export of water outside the Central Valley Project service area;

transfers which result in a net export of water outside the Central Valley Project service area;

transfers of water developed through temporary fallowing or permanent land fallowing; and

transfers outside of the Central Valley Project service area during certain critical years.

Subsection 3407(f) describes eight general provisions applicable to any transfer.

Subsection 3407(g) provides, first, that all existing and future CVP water contracts will allow for transfers and exchanges; second, that long-term transfers or exchanges which are in effect at the time of renewal of a CVP contract will enable the contract to be renewed for at least the remaining term of the transfer or exchange; and, third, that transfer agreements must provide that water subject to transfer shall be repaid at "full cost".

Section 3408 concerns water conservation in the Central Valley Project. Subsection 3408(a) states that the objective of this section is "to encourage implementation of financially feasible water conservation practices". Land fallowing is not specifically included as a water conservation practice, but is included in the section on water transfers.

Subsection 3408(b) requires all CVP agricultural contractors to submit a report to the Secretary identifying water conservation practices and the costs and benefits of each.

Subsection 3408(c) lists considerations applicable to the benefit-cost analyses of specific water conservation practices.

Section 3409 is concerned with implementation of the water conservation plans developed under section 3408. Subsection 3409(a) requires CVP agricultural contractors to develop a plan for implementing the feasible water conservation practices selected from the water conservation report required by subsection 3408(b). Feasible practices which will cause environmental harm, or which are inconsistent with other requirements of law, may be excluded. Implementation plans must be completed within 1 year after completion of the report required by subsection 3408(b).

Subsection 3409(b) establishes a Water Conservation Incentive Program, to be administered by the Secretary to encourage and assist with the implementation of water conservation practices. The Incentive Program is described in this subsection as a Guaranteed Loan Program. The program maybe administered jointly with programs administered by the Secretary of Agriculture.

Subsection 3409(c) requires all CVP municipal and industrial water users that provide retail municipal and industrial water service to comply with a 1991 memorandum of understanding regarding urban water conservation in California.

Subsection 3409(d) requires the Secretary to review the benefits and costs of each water conservation practice selected by water users. This subsection further requires the Secretary to determine which water conservation practices would make additional water available to Central Valley streams or groundwater supplies, and, for each conservation practice found to make additional water available, determine the benefit/cost ratio of implementing that water conservation practice if that water were used for wildlife refuge water supplies or made available for transfer.

Subsection 3409(e) provides that the Secretary may implement identified water conservation practices with entities holding the contractual rights to water conserved. This subsection also provides that the Secretary shall fund the implementation of a specific water conservation practice in exchange for the use of the saved water. The Secretary may then make the conserved water available to Central Valley refuges, or, if that is not feasible, to other California water agencies. Before implementing conservation measures, the Secretary and the contractual entities must enter into an agreement that ensures that the entity and its water users are not damaged by the water conservation measures, including increased costs or interference with the ability of water users to produce crops.

XXXV. TITLE XXXV—THREE AFFILIATED TRIBES AND STANDING ROCK SIOUX TRIBE EQUITABLE COMPENSATION PROGRAM

A. PURPOSE—TITLE XXXV

The Three Affiliated Tribes and Standing Rock Sioux Tribe Equitable Compensation Act implements certain recommendations of the Garrison Unit Joint Tribal Advisory Committee that the Federal government provide additional financial compensation to the Three Affiliated Tribes of the Fort Berthold Reservation and the Standing Rock Sioux Tribe for the taking of reservation lands for the site of the Garrison Dam and Reservoir and the Oahe Dam and reservoir; it provides financial compensation to the tribes, and orders the return of land taken from the tribes, individuals and the State of North Dakota in excess of project requirements.

B. BACKGROUND AND NEED—TITLE XXXV

The Flood Control Act of 1944, often referred to as the Pick-Sloan Plan, is a joint water development program designed by the Army Corps of Engineers and the Bureau of Reclamation. The Pick-Sloan project through its linked system of multi-purpose dams and reservoirs, has resulted in substantial flood control, navigation, recreation and power benefits to the people throughout the Missouri River Basin and beyond. It has been estimated that the value of the benefits conferred by Pick-Sloan exceed several billion dollars annually. However, those benefits came at the cost of destruction of more Indian land than any other public works project in America.

Two dams constructed under Pick-Sloan, Garrison and Oahe, flooded over 300,000 acres of land on and near the Fort Berthold reservation in North Dakota and Standing Rock Sioux reservation in North and South Dakota. Although existing treaty rights provided that land could not be taken without the consent of the tribes, the tribes were not consulted prior to enactment of the Act. The Bureau of Indian Affairs was fully informed, yet registered no objection to the plan while it was being debated in Congress in 1944. The Bureau did not inform the tribes of the known damages they would suffer until 1947, and even then the full extent of the potential damage was unknown.

The Pick Sloan Plan was presented to the tribes as a fait accompli. The Corps of Engineers was so confident that it could acquire the Indian land it needed through Federal power of eminent domain that it began to construct the dams on the reservations even before opening formal negotiations with tribal leaders. Consequently the tribes realized that resistance was futile. Gradually they resigned themselves to making the most of whatever compensation might be offered.

In 1949, 325 families of the Three Affiliated Tribes, representing 80% of the tribal membership, were forced to vacate 150,000 acres of prime river bottom land. At the time of removal, they were the only economically self-sufficient agricultural tribe on the Great Plains. Garrison Dam flooded one quarter of the reservation's land base, 94% of which was prime agricultural land. The remainder of the reservation was segmented into five water bound areas. In 1949, after it became obvious that suitable replacement lands could not be found, Congress appropriated $12,605,625 to the Three Affiliated Tribes: $5,105,625 for lands and improvements, relocation of tribal members and relocation of cemeteries and monuments, and $7,500,000 for other claims by the tribes. However, the $7,500,000 was not actually paid to the Tribes, but went directly to individuals as subsistence payments to meet their immediate survival needs.

Ten years later the Standing Rock Sioux Tribe was forced to relinquish 56,000 acres of the best land on its reservation. Trees along the river had provided the Tribe with its primary source of fuel and lumber and protection from the ravages of winter blizzards and scorching summer heat. Ninety percent of the timbered area on the reservation was demolished. In addition the wooded bottom lands also served as a shelter and feeding ground for many kinds of wildlife. The hunting and trapping of game had provided the Tribe with an important source of food, income, and recreation. But destruction of this environment by the Oahe Dam and Reservoir reduced the wild game and plant supply at Standing Rock by 75%. The elimination of thousands of acres of grazing and rangeland put 60% of the ranchers at Standing Rock out of business. In 1958, Congress appropriated $12,211,553 to the Sioux tribe of Standing Rock: $1,952,040 for lands and improvements, $3,299,513 for all other claims by the tribe and $6,960,000 for tribal rehabilitation intended to improve the economic and social status of the Tribe.

The Garrison Diversion Unit Commission (GDUC) was appointed by the Secretary of the Interior on August 11, 1984, to review the controversy surrounding the authorized initial stage of the Garrison Diversion Unit and to evaluate the contemporary water needs of the State of North Dakota. In its Final Report dated December 20, 1984, the Commission found that "the tribes of the Standing Rock and Fort Berthold Indian reservations bore an inordinate share of the cost of implementing Pick Sloan Missouri Basin Program mainstream reservoirs," and recommended that the Secretary establish a committee "to find ways to resolve inequities" borne by the tribes. Secretary Hodel created the Joint Tribal Advisory Committee (JTAC) on May 10, 1985, and the Committee submitted its final report to the Secretary on May 23, 1986.

1. Report of the Joint Tribal Advisory Committee

The JTAC report documented the devastating effects the tribes suffered as a result of their forced removal from their homes and communities located in prime tracts of the Missouri River bottom lands. It also provided a range of compensation to which the JTAC felt each of the reservations was entitled: between $181.2 million and $349.9 million for Standing Rock and $178.4 million and $411.8 million for Fort Berthold. The financial compensation recommended was intended to substitute for or replace the value of the economic base that was taken as the site for Lake Sakakawea and Lake Oahe.

In addition to recommending additional financial compensation for the tribes, the report further called for irrigation to be developed to its fullest potential at both Fort Berthold and Standing Rock. It also called for returning lands taken from the tribes but not flooded by Lake Oahe or Lake Sakakawea, protecting the tribes' reserved water rights, providing the tribes with preferential rights to Pick-Sloan Project Power; developing shoreline recreation potential; and completing a municipal, industrial and rural water supply system on each reservation.

The report also called for replacing infrastructure lost by creation of Lakes Sakakawea and Oahe. The infrastructure recommended to be replaced at Standing Rock included 190 domestic water systems; 50 ranch water systems; 55,944 acres of land; 22,000 acres of riverbed; 95 miles of main road; 24 miles of private road; 190 housing units; 3 rodeo arenas; 2 race tracks and 3 sawmills. The infrastructure recommended to be replaced at Fort Berthold included a primary care in-patient facility and out-patient services; a bridge; dormitory annexes to the Mandaree and White Shield schools; adequate reservation roads, and replacement or weatherization of the inadequate housing facilities provided to the families relocated.

2. Economic recovery funds

During the past four years, the tribes of both reservations have sought ways to finance the compensation for their claims. The title creates a recovery fund of $149,200,000 for the Three Affiliated Tribes and $90,600,000 for the Standing Rock Sioux Tribe. Of the $149,200,000 for the Three Affiliated Tribes, $60,000,000 has already been authorized under the Garrison Reformulation Act, Public Law 99-294. The remainder of this Recovery Fund is financed from an amount equal to 25% of the receipts from deposits to the U.S. Treasury for the preceding fiscal year from the integrated programs of the Eastern Division of the Pick-Sloan Missouri River Basin Project administered by the Western Area Power Administration. The entire recovery fund for the Standing Rock Sioux Tribe is based on Pick Sloan power revenues.

The Committee wishes to make clear that it is the intent of this legislation that the percentages of Pick-Sloan power revenues described in both section 3404(a)(2) and section 3404(b)(2) are the measure, but not the source, of the deposit into the Recovery Funds. Therefore, the measure does not affect the application of power revenues to Pick Sloan payout. That intent is further reflected in the last clause of section 3405 providing the power rates are not to be affected in any way by the payments provided under the title.

The Western Area Power Administration agrees that the financing mechanism in the title will not affect Pick-Sloan power rates in any way. Given that the title has been amended to state the amounts deposited into the recovery funds shall be "nonreimbursable and nonreturnable," there can be no misunderstanding about the title's intent to leave power revenues untouched.

The tribes may use only the interest received on moneys in the Recovery Funds. The Recovery Funds themselves remain in the Treasury. The funds may be used by the tribes for educational, social welfare, economic development and other programs, subject to the approval of the Secretary of the Interior.

3. Return of excess lands

The title directs the Secretary of the Army, through the Corps of Engineers, to convey title to the Secretary of the Interior for lands acquired on the Standing Rock Reservation under the Act of September 2, 1958, located at or above elevation 1,620 feet, together with all minerals underlying such lands owned by the United States. The title authorizes them to sell the lands for an amount equal to their fair market value. In disposing of the lands, the Department must give an applicant the first right of refusal with respect to any land owned by the applicant (either individual or tribal or the applicant's family immediately prior to its acquisition by the United States. If the applicant or the applicant's family fails to exercise its first right of refusal, the land shall be held in trust for the tribe.

The legislation also calls for the return of additional land that the Corps of Engineers has already declared to be held in excess of project needs, as well as for the return of the "Four Bears" site adjacent to the tribal government headquarters at Fort Berthold

The title imposes several restrictions on use of the land conveyed to the tribes, individual owners and the State of North Dakota. For example, the title seeks to protect the Corps' ability to continue operating the Garrison and Oahe projects without interference. It reserves for the United States perpetual flowage easements and access over the land conveyed by the title. In addition, the title prohibits structures for human habitation from being constructed below contour elevation 1,860 feet mean sea level at Fort Berthold and contour elevation 1,620 at Standing Rock. The title does not prohibit such construction above the contour elevations described in the title. The word "excavation required to construct such a structure above the contour elevations described in the title. The "excavation" envisioned in sections 3508(h) and 3509(g) involves the construction and placement of landfills or underground structures that could pose a threat to human health or safety.

4. Final compensation

The title constitutes the final compensation that will be due to the Standing Rock Sioux Tribe and the Three Affiliated Tribes for the losses they incurred as a result of the Pick-Sloan program. This compensation does not in any way limit the current or future eligibility of these tribes for other federal appropriations. Section 3405 makes clear that the payments made pursuant to this Act shall not result in the denial or reduction of any such services to the tribes. For example, the Three Affiliated Tribes have budget authority available for water systems development. Given the health-threatening quality of domestic water on the reservation, the Committee is hopeful that additional appropriations for upgrading these water systems will be made available in future years. In addition, this legislation would provide the Standing Rock Sioux Tribe with additional budget authority for irrigation. The title does not limit eligibility for such additional budget authority or appropriations.

Finally, the Committee notes that the JTAC found the tribes at Fort Berthold are entitled to replacement of infrastructure lost by the creation of the Garrison dam and Lake Sakakawea. The JTAC finding identified health care facilities, a bridge, school facilities, and adequate secondary and access roads as replacement infrastructure. Recognizing the limitations currently imposed by the Budget Enforcement Act, the Committee nevertheless believes that every effort should be made by the Administration and the Congress to provide additional federal funding through annual appropriations for these infrastructure priorities, taking into account that the JTAC deemed several of these infrastructure replacement needs to be urgent and critical more than five years ago.

Three hearings have been held on the compensation issues set forth in the JTAC report. On March 31, 1987, the Energy and Natural Resources Committee held a joint hearing on the final JTAC report with the Water and Power Subcommittee of the House Committee on Interior and Insular Affairs and the Senate Select Committee on Indian Affairs. The purpose of the hearing was to examine the need for legislation to implement the recommendations of the JTAC report.

A second hearing was held before the Select Committee on Indian Affairs on November 19, 1987.

Finally, the Select Committee on Indian Affairs held an oversight hearing on the S. 168 on April 12, 1991.

The proposal is virtually identical to S. 168, which was reported unanimously by the Select Committee on Indian Affairs on November 26, 1991. The differences from S. 168 are as follows: (1) language has been added to sections 3404 (a)(2) and (b)(2) which makes clear that the amounts deposited in the recovery funds "shall be nonreimbursable and nonreturnable"; (2) a new subsection (c) has been added to section 3404, guaranteeing that interest payments during fiscal years 1993, 1994 and 1995 will not exceed the savings ultimately generated by H.R. 429; (3) the excess land provisions have been amended to ensure that both the tribes and former individual landowners will receive the option to repurchase their former lands at fair market value; and (4) numerous technical and conforming changes of a non-substantive nature.

C. SECTION-BY-SECTION ANALYSIS—TITLE XXXV

Section 3501 sets out the short title as the Three Affiliated Tribes and Standing Rock Sioux Tribe Equitable Compensation Act.

Section 3502 defines the terms used throughout the title

Section 3503 sets out the findings and declarations of the Congress. In subsection (a) of this section, Congress concurs in the findings of the Joint Tribal Advisory Committee that the Standing Rock Sioux Tribe and the Three Affiliated Tribes have never been adequately compensated for the lands they lost to the Pick-Sloan flood control project. In subsection (b) of this section Congress declares that the tribes are entitled to additional compensation

Section 3504 creates economic recovery funds for both the Standing Rock Sioux Tribe and the three Affiliated Tribes.

Subsection (a) paragraph 1 of section 3504 creates the Three Affiliated Tribes Economic Recovery Fund.

Paragraph 2 of this subsection provides that deposits equal to 25 percent of the receipts from deposits to the United States Treasury for the preceding fiscal year from the integrated programs of the Eastern Division of the Pick-Sloan Missouri River Basin Project shall be deposited automatically into the fund each fiscal year. The amounts appropriated are to be nonreimbursable and nonreturnable. The paragraph further provides that the aggregate amount of deposits into the Recovery Fund shall not exceed $149,200,000.

Paragraph 3 of this subsection converts the authorization under the Garrison Diversion Unit construction authorization (79 Stat. 433) to fund irrigation on the Fort Berthold Indian Reservation into an authorization for compensation. That compensation is to be provided in the amount of $6 million per year for ten years.

Paragraph 4 of this subsection provides that only the interest on the principle in the Recovery Fund shall be available for expenditure by the Tribes. The Tribes are directed to utilize the interest payments for educational, social welfare, economic development, and other programs, subject to the approval of the Secretary of the Interior.

Subsection (b) paragraph 1 of section 3504 creates the Standing Rock Sioux Tribe Economic Recovery Fund.

Paragraph 2 of this subsection provides that deposits equal to 25 percent of the receipts from deposits to the United States Treasury for the preceding fiscal year from the integrated programs of the Eastern Division of the Pick-Sloan Missouri River Basin Project shall be deposited into the fund automatically each fiscal year. The amounts appropriated are to be nonreimbursable and nonreturnable. The paragraph further provides that the aggregate amount of deposits into the Recovery Fund shall not exceed $90,600,000.

Paragraph 3 of this subsection provides that only the interest on the principle in the Recovery Fund shall be available for expenditure by the Tribes. The Tribes are directed to utilize the interest payments for educational, social welfare, economic development, and other programs, subject to the approval of the Secretary of the Interior.

Subsection (c) limits interest payments made pursuant to subsections (a)(4) and (b)(3) during fiscal years 1993, 1994 and 1995 to any savings generated by the title.

Section 3505 declares that the compensation provided under this title shall in no way result in the reduction or denial of any Federal services or programs that the Three Affiliated Tribes, the Standing Rock Sioux Tribe, or their members are otherwise eligible to receive.

Section 3506 declares that no funds provided under this title shall be distributed to any member of the Three Affiliated Tribes or the Standing Rock Sioux Tribe on a per capita basis.

Subsection (a) restates the current-law authorization for irrigation at the Standing Rock Sioux Indian Reservation. Additionally, it clarifies that the entire reservation is eligible for such irrigation, rather than the area immediately surrounding the reservation headquarters at Fort Yates, North Dakota.

Subsection (b) provides an additional authorization of $4,660,000 to carry out irrigation on the Standing Rock Sioux Indian Reservation. This authorization shall be in addition to the authorization in section 3512.

Subsection (c) provides that the provisions set forth in section 3507 shall in no way limit irrigation funding for which the Standing Rock Sioux Indian Reservation may become eligible in the future.

Subsection (a) provides for the return to the Three Affiliated Tribes of all lands taken from the Tribes pursuant to the Act of October 29, 1949 that are located at or above contour elevation 1,860 feet mean sea level. The subsection further provides that those lands shall be returned to the Three Affiliated Tribes pursuant to the provisions set forth in subsection (d).

Subsection (b) provides for the return of the "Four Bears" area to the Three Affiliated Tribes.

Subsection (c) provides for the return of certain lands located within the Fort Berthold reservation taken from individuals. The lands to be returned are those lands located at or above contour elevation 1,860 feet mean sea level.

Subsection (d) paragraph 1 provides a right of first refusal to the Tribes, individual Indian and non-Indian owners, their heirs or assigns, to purchase at fair market value any land which the Tribes or owner conveyed to the United States for the Garrison Dam Project. The tribes, owners, their heirs or assigns have up to one year in which to decide whether to purchase the property. If the owners, their heirs or assigns elect not to exercise their option, the option shall be afforded to the Three Affiliated Tribes.

Subsection (d) paragraph 2 prohibits the resale of any lands purchased by the former owners for 5 years after such purchase, unless the Three Affiliated Tribes are afforded a right of first refusal to purchase the lands at the price of the bona fide offer. The tribes have 30 days during which to elect whether they wish to purchase the land, and must complete such purchase within 1 year.

Subsection (e) provides that the Secretary of the Interior shall determine the location of the contour elevations described in the title within two years after enactment of this Act.

Subsection (f) reserves for the United States a perpetual right to overflow, flood, submerge, saturate, percolate and erode the land conveyed by section 3508. It further provides a perpetual right for the United States to clear and remove any brush, debris, and natural obstructions that the Secretary of the Army determines may be detrimental to the project.

Subsection (g) prohibits construction of structures for human habitation on all land located below contour elevation 1,860 feet mean sea level.

Subsection (h) prohibits excavations for landfills and underground structures that could pose a threat to human health and safety from being placed on the land without approval of the Secretary of the Army.

Subsection (i) provides that any right-of-way, leasehold, or other right, interest, or claim of any person prior to enactment of the title over the land conveyed by the title shall remain in effect until its scheduled expiration.

Subsection (j) transfers all rights, title and interest to the improvements and facilities to Red Butte Bay and Deep Water Bay public use area to the Three Affiliated Tribes without warranty of any kind. It vests responsibility for operation and maintenance of the improvements and recreational facilities in the Department of the Interior.

Section 3509 provides for the return to the Standing Rock Sioux Tribe of all lands taken from the Tribe pursuant to the Act of September 2, 1958 that are located at or above contour elevation 1,620 feet mean sea level. The subsection further provides that those lands shall be returned to the Standing Rock Sioux Tribe pursuant to the provisions set forth in subsection (c).

Subsection (b) provides for the return of certain lands located within the Standing Rock reservation taken from individuals. The lands to be returned are those lands located at or above contour elevation 1,620 feet mean sea level.

Subsection (c) paragraph 1 provides a right of first refusal to the Tribe, individual Indian and non-Indian owners, their heirs or assigns, to purchase at fair market value any land which the Tribe or owner conveyed to the United States for the Oahe Dam Project. The Tribe, owners, their heirs or assigns have up to one year in which to decide whether to purchase the property. If the owners elect not to exercise their option, the option shall be afforded to the Standing Rock Sioux Tribe.

Subsection (c) paragraph 2 prohibits the resale of any lands purchased by the former owners for 5 years after such purchase, unless the Standing Rock Sioux is afforded a right of first refusal to purchase the lands at the price of the bona fide offer. The tribe has 30 days during which to elect whether they wish to purchase the land, and must complete such purchase within 1 year.

Subsection (d) provides that the Secretary of the Interior shall determine the location of the contour elevations described in the title within two years after enactment of this Act.

Subsection (e) reserves for the United States a perpetual right to overflow, flood, submerge, saturate, percolate and erode the land conveyed by section 3509. It further provides a perpetual right for the United States to clear and remove any brush, debris, and natural obstructions that the Secretary of the Army determines may be detrimental to the project.

Subsection (f) prohibits construction of structures for human habitation on all land located below contour elevation 1,620 feet mean sea level.

Subsection (g) prohibits excavations for landfills and underground structures that could pose a threat to human health and safety from being placed on the land without approval of the Secretary of the Army.

Subsection (h) provides that any right-of-way, leasehold, or other right, interest, or claim of any person prior to enactment of S.168 over the land conveyed by the title shall remain in effect until its scheduled expiration.

Subsection (i) transfers all rights, title and interest to the improvements and facilities at the levee around the City of Fort Yates, North Dakota, the Fort Yates Recreation Area, the Walker bottoms Recreation Area, and the Grand River Recreation Area to the Standing Rock Sioux Tribe without warranty of any kind. It vests responsibility for operation and maintenance of the improvements and recreational facilities in the Department of the Interior.

Subsection (j) provides that the improvements and facilities located at the Indian Memorial Recreation Area and the Grand River Fish Spawning Station shall not be transferred to the Standing Rock Sioux Tribe unless and until the State of South Dakota consents to and provides for such a transfer.

Subsection (k) provides that the Corps of Engineers shall continue to include all lands conveyed under section 3509 in all subsequent determinations of the Corps' compliance with the fish and wildlife mitigation requirements of the Fish and Wildlife Conservation Act of 1958. It further provides that the Standing Rock Sioux Tribe shall use its best efforts to conduct such mitigation efforts. Finally, it provides that the State of South Dakota shall have no claim, right, or cause of action to compel the Corps of Engineers to designate additional lands as mitigation lands to replace those conveyed by this section.

Section 3510 reduces the $67,910,000 authorization for irrigation in Public Law 89-108 by $60,000,000 in conformance with the provisions of section 4(a)(3) of S.168.

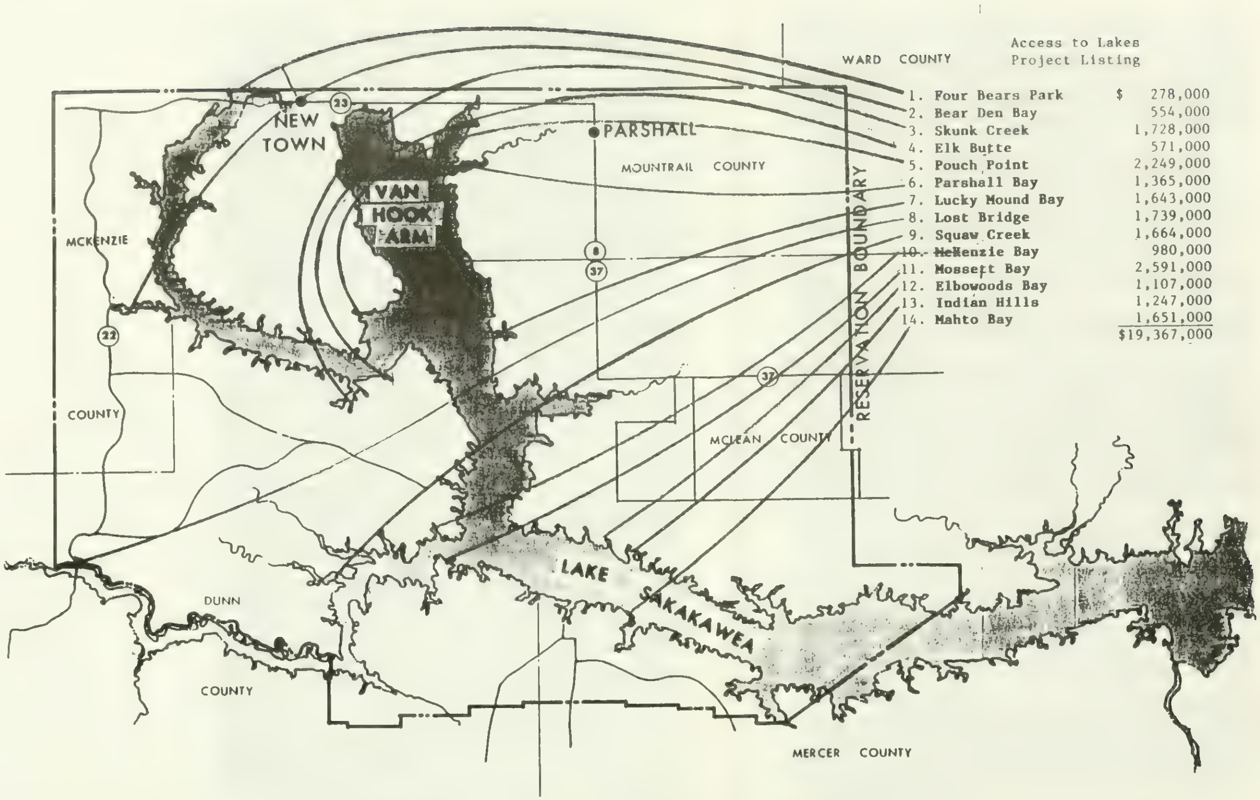
Section 3511 provides that such sums as may be necessary are authorized to carry out the provisions of section 3504 of this title.

D. LEGISLATIVE HISTORY—TITLE XXXV

Title XXXV is similar to S. 168, as introduced by Senator Conrad on January 14, 1991, and as reported by the Select Committee on Indian Affairs.

XXXVI. TITLE XXXVI—WETLAND HABITAT RESTORATION PROGRAM

Title XXXVI provides for a Wetlands Trust to be administered by the South Dakota Game, Fish and Parks Foundation, a nonprofit corporation under the laws of the State of South Dakota with its principal office in South Dakota. The Wetland Trust will operate to preserve, enhance, restore, and manage wetlands and associated wildlife habitat in the State of South Dakota. Since the preservation and enhancement of wetlands is in the national interest, the Federal government will contribute 100% of the costs of the Wetlands Trust. These funds shall be nonreimbursable and nonreturn-



Access to Lakes
Project Listing

1. Four Bears Park	$ 278,000
2. Bear Den Bay	554,000
3. Skunk Creek	1,728,000
4. Elk Butte	571,000
5. Pouch Point	2,249,000
6. Parshall Bay	1,365,000
7. Lucky Mound Bay	1,643,000
8. Lost Bridge	1,739,000
9. Squaw Creek	1,664,000
10. McKenzie Bay	980,000
11. Mossett Bay	2,591,000
12. Elbowoods Bay	1,107,000
13. Indian Hills	1,247,000
14. Mahto Bay	1,651,000
	$19,367,000

MAJOR RECREATION AREAS AT THE FORT BERTHOLD INDIAN RESERVATION

ACCESS TO LAKES
PROJECT LISTING

1. Four Bears Park	$ 278,000
2. Bear Den Bay	554,000
3. Skunk Creek	1,728,000
4. Elk Butte	571,000
5. Pouch Point	2,249,000
6. Parshall Bay	1,365,000
7. Lucky Mound Bay	1,643,000
8. Lost Bridge	1,739,000
9. Squaw Creek	1,664,000
10. McKenzie Bay	980,000
11. Mossett Bay	2,591,000
12. Elbowoods Bay	1,107,000
13. Indian Hills	1,247,000
14. Mahto Bay	1,651,000
	$19,367,000

EL/COMP	COMPONENT NAME	ESTIMATE	ROUTE #17 SQUAW CREEK		ROUTE #14 LOST BRIDGE		ROUTE #13 ELK BUTTE		ROUTE #20 MAHATO		ROUTE #15 McKENZIE BAY		ROUTE 5 INDIAN HILL		ROUTE #223 MOSSETTE BAY	
		($M)	($M)	MILES	($M)	MILES	($M)	MILES	($M)	MILES	($M)	MILES	($M)	MILES	($M)	MILES
93103	PROJECT PLANNING	$7.0	$1.0	1.0	$1.0	1.0	$1.0	1.0	$1.0	1.0	$1.0	1.0	$1.0	1.0	$1.0	1.0
93104	FIELD SURVEY	$189.0	$32.0	19.0	$20.0	12.2	$11.0	6.5	$40.0	8.0	$25.0	5.0	$23.0	4.5	$48.0	9.5
93105	PROJECT DESIGN	$276.0	$57.0	19.0	$37.0	12.2	$20.0	6.5	$48.0	8.0	$30.0	5.0	$27.0	4.5	$57.0	9.5
93106	ENVIRONMENT INVESTIGATION	$32.0	$2.0	19.0	$1.0	12.2	$1.0	6.5	$8.0	8.0	$5.0	5.0	$5.0	4.5	$10.0	9.5
93107	ARCHEOLOGICAL CLEARANCE	$61.0	$4.0	19.0	$2.0	12.2	$1.0	6.5	$16.0	8.0	$10.0	5.0	$9.0	4.5	$19.0	9.5
93108	RIGHT-OF-WAY	$50.0	$0.0		$0.0		$0.0		$14.0	3.5	$18.0	4.5	$18.0	4.5	$0.0	
93109	GRADE & DRAIN	$2,035.0	$0.0		$0.0		$0.0		$385.0	3.5	$110.0	1.0	$485.0	4.5	$1,045.0	9.5
93110	GRAVEL CONSTRUCTION	$1,988.0	$1,425.0	19.0	$0.0		$488.0	6.5	$0.0		$75.0	1.0	$0.0		$0.0	
93111	PAVED CONSTRUCTION	$4,901.0	$0.0		$1,525.0	12.2	$0.0		$1,000.0	8.0	$625.0	5.0	$563.0	4.5	$1,188.0	9.5
93112	BRIDGE CONSTRUCTION	$0.0	$0.0		$0.0		$0.0		$0.0		$0.0		$0.0		$0.0	
93114	CONSTRUCTION MONITORING	$884.0	$143.0		$153.0		$49.0		$139.0		$81.0		$106.0		$223.0	
	TOTAL PROJECT		$1,664.0		$1,739.0		$571.0		$1,651.0		$980.0		$1,247.0		$2,591.0	

EL/COMP	COMPONENT NAME	ESTIMATE	ELBOWOODS BAY		ROUTE #10 SKUNK CREEK		PARSHALL BAY		POUCH POINT		ROUTE #3301 4 BEARS PARK		BEAR DEN BAY		LUCKY MOUND BAY	
		($M)	($M)	MILES	($M)	MILES	($M)	MILES	($M)	MILES	($M)	MILES	($M)	MILES	($M)	MILES
93103	PROJECT PLANNING	$7.0	$1.0	1.0	$1.0	1.0	$1.0	1.0	$1.0	1.0	$1.0	1.0	$1.0	1.0	$1.0	1.0
93104	FIELD SURVEY	$168.0	$20.0	4.0	$43.0	8.5	$45.0	9.0	$0.0		$5.0	1.0	$10.0	2.0	$45.0	9.0
93105	PROJECT DESIGN	$201.0	$24.0	4.0	$51.0	8.5	$54.0	9.0	$0.0		$6.0	1.0	$12.0	2.0	$54.0	9.0
93106	ENVIRONMENT INVESTIGATION	$50.0	$4.0	4.0	$9.0	8.5	$9.0	9.0	$16.0	16.0	$1.0	1.0	$2.0	2.0	$9.0	9.0
93107	ARCHEOLOGICAL CLEARANCE	$99.0	$8.0	4.0	$17.0	8.5	$18.0	9.0	$32.0	16.0	$2.0	1.0	$4.0	2.0	$18.0	9.0
93108	RIGHT-OF-WAY	$78.0	$16.0	4.0	$14.0	3.5	$0.0		$0.0		$4.0	1.0	$8.0	2.0	$88.0	9.0
93109	GRADE & DRAIN	$1,375.0	$440.0	4.0	$385.0	3.5	$0.0		$0.0		$110.0	1.0	$220.0	2.0	$220.0	2.0
93110	GRAVEL CONSTRUCTION	$0.0	$0.0		$0.0		$0.0		$0.0		$0.0		$0.0		$0.0	
93111	PAVED CONSTRUCTION	$6,188.0	$500.0	4.0	$1,063.0	8.5	$1,125.0	9.0	$2,000.0	16.0	$125.0	1.0	$250.0	2.0	$1,125.0	9.0
93112	BRIDGE CONSTRUCTION	$0.0	$0.0		$0.0		$0.0		$0.0		$0.0		$0.0		$0.0	
93114	CONSTRUCTION MONITORING	$758.0	$94.0		$145.0		$113.0		$200.0		$24.0		$47.0		$135.0	
	TOTAL PROJECT	$19,367.0	$1,107.0		$1,728.0		$1,365.0		$2,249.0		$278.0		$554.0		$1,843.0	

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priated under this title shall remain available until expended without fiscal year limitation.

SEC. 3411. COMPLIANCE WITH STATE WATER LAW AND COORDINATED OPERATIONS AGREEMENT.

(a) Notwithstanding any other provision of this title, the Secretary shall, prior to the reallocation of water from any purpose of use or place of use specified within applicable Central Valley Project water rights permits and licenses to a purpose of use or place of use not specified within said permits or licenses, obtain a modification in those permits and licenses, in a manner consistent with the provisions of applicable State law, to allow such change in purpose of use or place of use.

(b) The Secretary, in the implementation of the provisions of this title, shall fully comply with the United States' obligations as set forth in the "Agreement Between the United States of America and the Department of Water Resources of the State of California for Coordinated Operation of the Central Valley Project and the State Water Project" dated May 20, 1985, and the provisions of Public Law 99–546; and shall take no action which shifts an obligation that otherwise should be borne by the Central Valley Project to any other lawful water rights permittee or licensee.

SEC. 3412. EXTENSION OF THE TEHAMA-COLUSA CANAL SERVICE AREA.

The first paragraph of section 2 of the Act of September 26, 1950 (64 Stat. 1036), as amended by the Act of August 19, 1967 (81 Stat. 167), and the Act of December 22, 1980 (94 Stat. 3339), authorizing the Sacramento Valley Irrigation Canals, Central Valley Project, California, is further amended by striking "Tehama, Glenn, and Colusa Counties, and those portions of Yolo County within the boundaries of the Colusa County, Dunnigan, and Yolo-Zamora water districts or" and inserting "Tehama, Glenn, Colusa, Solano, and Napa Counties, those portions of Yolo County within the boundaries of Colusa County Water District, Dunnigan Water District, Yolo-Zamora Water District, and Yolo County Flood Control and Water Conservation District, or".

TITLE XXXV—THREE AFFILIATED TRIBES AND STANDING ROCK SIOUX TRIBE EQUITABLE COMPENSATION PROGRAM, NORTH DAKOTA

SEC. 3501. SHORT TITLE.

This title may be cited as the "Three Affiliated Tribes and Standing Rock Sioux Tribe Equitable Compensation Act".

SEC. 3502. DEFINITIONS.

As used in this title, the term—

(1) "Secretary" means the Secretary of the Interior;

(2) "Three Affiliated Tribes" means the Mandan, Hidatsa, and Arikara Tribes that reside on the Fort Berthold Indian Reservation, a Federal reservation established by treaty and agreement between the Tribes and the United States;

(3) "Standing Rock Sioux Tribe" means the members of the Great Sioux Nation that reside on the Standing Rock Indian Reservation, established by treaty between the Tribe and the United States; and

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(4) "Joint Tribal Advisory Committee" means the commission established by the Secretary on May 10, 1985, for the purpose of assessing the impacts of the Garrison and Oahe Dams on the Three Affiliated Tribes and the Standing Rock Sioux Tribe.

SEC. 3503. FINDINGS; DECLARATIONS.

(a) FINDINGS.—In recognition of the findings, conclusions, and recommendations of the Secretary's Joint Tribal Advisory Committee, Congress finds that the Three Affiliated Tribes and the Standing Rock Sioux Tribe should be adequately compensated for the taking, in the case of the Three Affiliated Tribes, of one hundred and fifty-six thousand acres of reservation lands and, in the case of the Standing Rock Sioux Tribe, fifty-six thousand acres of reservation lands, as the site for the Garrison Dam and Reservoir, and the Oahe Dam and Reservoir. Congress concurs in the Advisory Committee's findings and conclusions that the Untied States Government did not justly compensate such Tribes when it acquired those lands.

(b) DECLARATIONS.—(1) The Congress declares that the Three Affiliated Tribes are entitled to additional financial compensation for the taking of one hundred and fifty-six thousand acres of their reservation lands, including thousands of acres of prime agricultural bottom lands, as the site for the Garrison Dam and Reservoir, and that such amounts should be deposited in the Recovery Fund established by section 3504(a) for use in accordance with this title.

(2) The Congress declares that the Standing Rock Sioux Tribe is entitled to additional financial compensation for the taking of over fifty-six thousand acres of its reservation lands, as the site for the Oahe Dam and Reservoir, and that such amounts should be deposited in the Standing Rock Sioux Tribe Economic Recovery Fund established by section 3504(b) for use in accordance with this title.

SEC. 3504. FUNDS.

(a) THREE AFFILIATED TRIBES ECONOMIC RECOVERY FUND.—(1) There is established in the Treasury of the United States the "Three Affiliated Tribes Economic Recovery Fund" (hereinafter referred to as the "Recovery Fund").

(2) Commencing with fiscal year 1993, and each fiscal year thereafter, the Secretary of the Treasury shall deposit in the Three Affiliated Tribes Economic Recovery Fund an amount, which shall be nonreimbursable and nonreturnable equal to 25 percent of the receipts from deposits to the United States Treasury for the preceding fiscal year from the integrated programs of the Eastern Division of the Pick-Sloan Missouri River Basin Project administered by the Western Area Power Administration, but in no event shall the aggregate of the amounts deposited to the Fund established by this subsection for compensation for the Three Affiliated Tribes pursuant to this paragraph and paragraph (3) exceed $149,200,000.

(3) For payment to the Three Affiliated Tribes of amounts to which they remain entitled pursuant to the Act entitled "An Act to make certain provisions in connection with the construction of the Garrison Diversion unit, Missouri River Basin Project, by the Secretary of the Interior," approved August 5, 1965 (79 Stat. 433), there is authorized to be appropriated to the Recovery Fund established by subsection (a) for fiscal year 1994 and each of the next following nine fiscal years, the sum of $6,000,000.

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(4) The Secretary of the Treasury shall deposit the interest which accrues on deposits to the Three Affiliated Tribes Economic Recovery Fund in a separate account in the Treasury of the United States. Such interest shall be available, without fiscal year limitation, for use by the Secretary of the Interior, commencing with fiscal year 1998, and each fiscal year thereafter, in making payments to the Three Affiliated Tribes for use for educational, social welfare, economic development, and other programs, subject to the approval of the Secretary. No part of the principal of the Three Affiliated Tribes Economic Development Fund shall be available for making such payments.

(b) STANDING ROCK SIOUX TRIBE ECONOMIC RECOVERY FUND.—(1) There is established in the Treasury of the United States the "Standing Rock Sioux Tribe Economic Recovery Fund."

(2) Commencing with fiscal year 1993, and for each fiscal year thereafter, the Secretary of the Treasury shall deposit in the Standing Rock Sioux Tribe Economic Recovery Fund an amount, which shall be nonreimbursable and nonreturnable equal to 25 percent of the receipts from deposits to the United States Treasury for the preceding fiscal year from the integrated programs of the Eastern Division of the Pick-Sloan Missouri River Basin Project administered by the Western Area Power Administration, but in no event shall the aggregate of the amounts deposited to the Recovery Fund established by this subsection for compensation for the Standing Rock Sioux Tribe pursuant to this paragraph exceed $90,600,000.

(3) The Secretary of the Treasury shall deposit the interest which accrues on deposits to the Standing Rock Sioux Tribe Economic Recovery Fund in a separate account in the Treasury of the United States. Such interest shall be available, without fiscal year limitation, for use by the Secretary of the Interior, commencing with fiscal year 1998, and each fiscal year thereafter, in making payments to the Standing Rock Sioux Tribe for use for educational, social welfare, economic development, and other programs, subject to the approval of the Secretary. No part of the principal of the Standing Rock Sioux Tribe Economic Recovery Fund shall be available for making such payments.

SEC. 3505. ELIGIBILITY FOR OTHER SERVICES NOT AFFECTED.

No payments pursuant to this title shall result in the reduction, or the denial, of any Federal services or programs that the Three Affiliated Tribes or the Standing Rock Sioux Tribe, or any of their members, are otherwise entitled to, or eligible for, because of their status as a federally recognized Indian tribe or member pursuant to Federal law. No payments pursuant to this title shall be subject to Federal or State income tax, or affect Pick-Sloan Missouri River Basin power rates in any way.

SEC. 3506. PER CAPITA PAYMENTS PROHIBITED.

No part of any moneys in any fund under this title shall be distributed to any member of the Three Affiliated Tribes or the Standing Rock Sioux Tribe on a per capita basis.

SEC. 3507. STANDING ROCK SIOUX INDIAN RESERVATION.

(a) IRRIGATION.—The Secretary of the Interior is authorized to develop irrigation within the boundaries of the Standing Rock Indian Reservation in a two thousand three hundred and eighty acre project service area, except that no appropriated funds are authorized to be expended for construction of this project unless the Secretary has made a finding of irrigability of the lands to receive water as required by the Act of July 31, 1953 (43 U.S.C. 390a). Repayment for the units authorized under this subsection shall be made pursuant to the Act of July 1, 1932 (25 U.S.C. 386a).

(b) SPECIFIC.—There is authorized to be appropriated, in addition to any other amounts authorized by this title, or any other law, to the Secretary of the Interior $4,660,000 for use by the Secretary of the Interior in carrying out irrigation projects for the Standing Rock Sioux Tribe.

(c) DISCLAIMER.—This section shall not limit future irrigation development, in the event that such irrigation is subsequently authorized.

SEC. 3506. TRANSFER OF LANDS.

(a) FORMER TRIBAL LANDS.—(1) Except as provided in subsection (j), the Secretary of the Army shall transfer administrative jurisdiction over the lands described in paragraph (2) (including the improvements thereon) to the Secretary of the Interior to be administered as set out in subsection (d).

(2) The lands referred to in paragraph (1) are those Federal lands which were acquired from the Three Affiliated Tribes by the United States for the Garrison Dam Project pursuant to the Act of October 29, 1949 and which are within the external boundary of the Fort Berthold Indian Reservation and located at or above contour elevation one thousand eight hundred and sixty feet mean sea level.

(b) FOUR BEARS AREA.—All rights, title, and interest of the United States in the following described lands (including the improvements thereon) and underlying Federal minerals are hereby declared to be held in trust by the United States for the Three Affiliated Tribes as part of the Fort Berthold Indian Reservation:

(1) approximately 142.2 acres, more or less, lying above contour elevation one thousand eight hundred and fifty-four feet mean sea level and located south of the southerly right-of-way line of North Dakota State Highway No. 23, in the following sections of Township 152 North, range 93 west of the 5th principal meridian, McKenzie County, North Dakota:

Section 15: south half of the southwest quarter;

Section 21: northeast quarter and northwest quarter of the southeast quarter;

Section 22: north half of the northwest quarter; and

(2) approximately 45.80 acres, more or less, situated in the east half of the southwest quarter and the east half of the west half of the southwest quarter of section 15, lying at or above contour elevation one thousand eight hundred and fifty-four mean sea level, located north of the northerly right-of-way line of North Dakota State Highway No. 23 and Southeasterly of the following described line:

Commencing at a point on the west line of said section 15, said point being 528.00 feet Northerly of the existing northerly right-of-way line of North Dakota State Highway No. 23; thence north 77 00′ 00″ east to the west line of said east half of the west half of the southwest quarter of section 15, and the point of beginning of such line; thence northeasterly to the northwest corner of the east half of the southwest quarter and the point of termination

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(c) FORMER NONTRIBAL LANDS.—(1) Except as provided in subsection (j), the Secretary of the Army shall transfer administrative jurisdiction over the lands described in paragraph (2) (including the improvements thereon) to the Secretary of the Interior to be administered as set out in subsection (d).

(2) The lands referred to in paragraph (1) are—

(A) those Federal lands acquired from individual Indian owners by the United States for the Garrison Dam Project pursuant to the Act of October 29, 1949; and

(B) those lands acquired from non-Indian owners by the United States for such Project (either by purchase or condemnation);

and which are within the external boundary of the Fort Berthold Reservation, and located at or above contour elevation one thousand eight hundred and sixty feet mean sea level.

(d) RIGHT OF FIRST REFUSAL.—(1) The Secretary of the Interior shall, within one year following the date of the enactment of this title, offer to the Three Affiliated Tribes, and to such individual Indian owners and non-Indian owners from whom such lands were acquired, or their heirs or assigns, a right of first refusal, for a period to be determined by the Secretary of the Interior not to exceed twelve months following notice of the offer to such Tribes, owners, heirs, or assigns, to purchase at fair market value any land, in the case of the Three Affiliated Tribes, described in subsection (b), and in the case of individual Indian and non-Indian owners, described in subsection (c), which was so acquired. If any such former owner, or his or her heirs or assigns, refuses or fails to exercise his or her right to repurchase, an option to purchase such land shall be afforded to the Three Affiliated Tribes.

(2) Lands purchased from the Secretary of the Interior by former owners, or their heirs or assigns, under this subsection shall not be sold by former owners, their heirs or assigns, within the 5-year period following such purchase, unless the Three Affiliated Tribes has been afforded a right of first refusal to purchase such lands. Such right of first refusal shall afford the Tribes—

(A) thirty days from such notification to inform the prospective seller whether the Tribes intend to exercise their right of first refusal to purchase such lands at the price of the bona fide offer; and

(B) one year from such notification to complete the purchase of such lands under their right of first refusal.

(e) CONSIDERATION.—In consideration for the transfer of the lands described above, the Secretary of the Interior, or his designee, shall be responsible for determining the location of contour elevations one thousand eight hundred and sixty feet mean sea level (for subsections (a) and (c)) and one thousand eight hundred and fifty-four feet mean sea level (for subsection (b)) by surveying and monumenting such contour at intervals no greater than five hundred feet. The survey and monumentation shall be completed within two years after the date of the enactment of this title.

(f) RESERVATIONS.—The United States hereby reserves the perpetual right, power, privilege, and easement permanently to overflow, flood, submerge, saturate, percolate, and erode the land described in subsections (a), (b), and (c) in connection with the operation and maintenance of the Garrison Dam Project, as authorized by the Act of Congress approved December 22, 1944, and

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natural obstructions which, in the opinion of the Secretary of the Army, may be detrimental to the Project. The Three Affiliated Tribes, and the owners or their heirs or assigns who reacquired such lands pursuant to this title may exercise all other rights and privileges on the land except for those rights and privileges which would interfere with or abridge the rights and easements hereby reserved.

(g) PROHIBITIONS.—With respect to any lands described in this section that are below one thousand eight hundred and sixty feet mean sea level, no structures for human habitation shall be constructed or maintained on the land, and no other structures shall be constructed or maintained on the land except as may be approved in writing by the Secretary of the Army.

(h) EXCAVATION.—With respect to lands described in subsection (a), (b), or (c), no excavation shall be conducted and no landfill placed on the land without approval by the Secretary of the Army as to the location and method of excavation or placement of landfill.

(i) DISCLAIMER.—Nothing in this section shall deprive any person of any right-of-way, leasehold, or other right, interest, or claim which such person may have in the lands described in subsections (a), (b), and (c) prior to the date of the enactment of this title.

(j) TRUST LANDS.—(1) All rights, title, and interest of the United States in the improvements and recreation facilities described in paragraph (2) are hereby declared to be held in trust by the United States for the Three Affiliated Tribes.

(2) The improvements and facilities referred to in paragraph (1) are the Red Butte Bay Public Use Area and the Deepwater Bay Public Use Area. The recreation facilities include those facilities located both above and below contour elevation 1,860 feet mean sea level.

(3) The improvements and facilities described in this subsection are transferred as is and without warranty of any kind, and the Corps of Engineers shall have no obligation or responsibility to operate, maintain, repair, or replace any of such improvements or facilities. Operation and maintenance of the improvements and recreational facilities in this subsection shall be the responsibility of the Department of the Interior.

SEC. 3509. TRANSFER OF LANDS AT OAHE DAM AND LAKE PROJECT.

(a) FORMER TRIBAL LANDS.—(1) Except as provided in subsection (i), the Secretary of the Army shall transfer administrative jurisdiction over the lands described in paragraph (2) (including the improvements thereon) to the Secretary of the Interior to be administered as set out in subsection (c).

(2) The lands referred to in paragraph (1) are those Federal lands which were acquired from the Standing Rock Sioux Tribe by the United States for the Oahe Dam Reservoir Project pursuant to the Act of September 2, 1958 (Public Law 85-915), and—

(A) which extend southerly from the south shore of Cannonball River, in Sioux County, North Dakota, to a point along the boundary between the Standing Rock and Cheyenne River Indian Reservations, in Dewey County, South Dakota; and

(B) which are located at or above contour elevation one thousand six hundred and twenty feet mean sea level.

(b) FORMER NONTRIBAL LANDS.—(1) Except as provided in subsection (i), the Secretary of the Army shall transfer administrative the improvements thereon) to the Secretary of the Interior to be administered as set out in subsection (c).

(2) The lands referred to in paragraph (1) are those Federal lands acquired from individual Indian owners by the United States for the Oahe Dam and Reservoir Project pursuant to the Act of September 2, 1958 (Public Law 85–915), and from non-Indian owners (either by purchase or condemnation), and

(A) which extend southerly from the south shore of the Cannonball River, in Sioux County, North Dakota to a point along the boundary between the Standing Rock and Cheyenne River Indian Reservations, in Dewey County, South Dakota; and

(B) which are located at or above contour elevation one thousand six hundred and twenty feet mean sea level.

(c) RIGHT OF FIRST REFUSAL.—(1) The Secretary of the Interior shall, within one year following the date of the enactment of this title, offer to the Standing Rock Sioux Tribe, and to such individual Indian owners and non-Indian owners from whom such lands were acquired, or their heirs or assigns, a right of first refusal, for a period to be determined by the Secretary of the Interior not to exceed twelve months following notice of the offer to the Standing Rock Sioux Tribe, owners, heirs or assigns, to purchase at fair market value any land, in the case of the Standing Rock Sioux Tribe, described in subsection (a), and in the case of individual Indian and non-Indian owners, described in subsection (b), which was so acquired. If any such owner, or his or her heirs or assigns, refuses or fails to exercise their right to repurchase, an option to purchase such lands shall be afforded to the Standing Rock Sioux Tribe.

(2) Lands purchased from the Secretary of the Interior by such former owners, or their heirs or assigns, under this subsection shall not be sold by the former owners, their heirs or assigns, within the five-year period following such purchase, unless the Standing Rock Sioux Tribe has been afforded a right of first refusal to purchase such lands. Such right of first refusal shall afford the Tribe—

(A) thirty days from such notification to inform the prospective seller whether the Tribe intends to exercise its right of first refusal to purchase such lands at the price of the bona fide offer, and

(B) one year from such notification to complete the purchase of such lands under its right of first refusal.

(d) CONSIDERATION.—In consideration for the transfer of the lands described above, the Secretary of the Interior, or his designee, shall be responsible for determining the location of contour elevation one thousand six hundred and twenty feet mean sea level by surveying and monumenting such contour at intervals no greater than five hundred feet. The survey and monumentation shall be completed within two years after the date of the enactment of this title.

(e) RESERVATIONS.—The United States hereby reserves the perpetual right, power, privilege and easement permanently to overflow, flood, submerge, saturate, percolate and erode the land described in subsections (a) and (b) in connection with the operation and maintenance of the Oahe Dam and Lake Project, as authorized by the Act of Congress approved December 22, 1944, and the continuing right to clear and remove any brush, debris and natural obstructions which, in the opinion of the Secretary of the Army may be detrimental to the Project. The Standing Rock Sioux Tribe, and the owners or their heirs and assigns, who reacquired any such lands pursuant to this title, may exercise all other rights and privileges on the land except for those rights and privileges which would interfere with or abridge the rights and easement hereby reserved.

(f) PROHIBITIONS.—With respect to lands described in this section that are below one thousand six hundred and twenty feet mean sea level, no structures for human habitation shall be constructed or maintained on the land and no other structures shall be constructed or maintained on the land except as may be approved in writing by the Secretary of the Army.

(g) EXCAVATION.—With respect to lands described in subsections (a) or (b), no excavation shall be conducted and no landfill placed on the land without approval by the Secretary of the Army as to the location and method of excavation or placement of landfill.

(h) DISCLAIMER.—Nothing in this section shall deprive any person of any right-of-way, leasehold, or other right, interest, or claim which such person may have in the lands described in subsections (a) and (b) prior to the date of the enactment of this title.

(i) TRUST LANDS.—(1) All rights, title and interest of the United States in the improvements and recreation facilities described in paragraph (2) are hereby declared to be held in trust by the United States for the Standing Rock Sioux Tribe.

(2) The improvements and facilities referred to in paragraph (1) are the levee around the City of Fort Yates, North Dakota, and the recreation facilities located at the Fort Yates Recreation Area, the Walker Bottoms Recreation Area, and the Grand River Recreation Area, including those recreation facilities located both above and below contour elevation one thousand six hundred and twenty feet mean sea level.

(3) The improvements and facilities described in this subsection are transferred as is and without warranty of any kind, and the Corps of Engineers shall have no obligation or responsibility to operate, maintain, repair or replace any of such improvements or facilities. Operation and maintenance of the improvements and recreational facilities in this subsection shall be the responsibility of the Department of the Interior.

(j) EXCEPTION.—Notwithstanding subsection (i), the transfer of such improvements and facilities pursuant to subsection (i) does not include the improvements and facilities located at the Indian Memorial Recreation Area and the Grand River Fish Spawning Station, unless and until the State of South Dakota consents in writing and then only upon amendment of the "Agreement Between the United States and the State of South Dakota for Recreation and Fish and Wildlife Development at Lake Oahe, South Dakota" entered into on September 2, 1963, which amendment shall specifically provide for such transfer.

(k) FISH AND WILDLIFE.—Notwithstanding any other provision of law, the lands transferred under subsection (a) which, prior to the date of enactment of this title, were designated by the Corps of Engineers as mitigation lands for purposes of fish and wildlife conservation in accordance with the Fish and Wildlife Conservation Act of 1958, shall be included in any subsequent

Public Law 102-575
Act of October 30, 1992
106 Stat. 4600

of 1958. The Standing Rock Sioux Tribe shall use its best efforts to conduct fish and wildlife conservation and mitigation on such lands. Notwithstanding the provisions of the Fish and Wildlife Conservation Act of 1958, the State of South Dakota shall have no claim, right, or cause of action pursuant to Federal law to compel designation of additional lands currently under the jurisdiction of the Corps of Engineers, for purposes of fish and wildlife conservation in lieu of the lands transferred by subsection (a).

SEC. 3510. CONFORMING AMENDMENT.

Section 10(a)(2) of Public Law 89–108 is amended by striking "$67,910,000" and inserting "$7,910,000."

SEC. 3511. AUTHORIZATION.

There are authorized to be appropriated such sums as may be necessary to carry out the provisions of section 3504 of this title.

TITLE XXXVI—SONOMA BAYLANDS WETLAND DEMONSTRATION PROJECT, CALIFORNIA

SEC. 3601. SONOMA BAYLANDS WETLAND DEMONSTRATION PROJECT.

(a) IN GENERAL.—The Secretary of the Army is directed to develop and carry out in accordance with this section a three hundred and twenty-acre Sonoma Baylands wetland demonstration project in the San Francisco Bay-Delta estuary, California. The project shall utilize dredged material suitable for aquatic disposal to restore, protect, and expand the Sonoma Baylands for the purposes of preserving waterfowl, fish, and other wetland dependent species of plants and animals and to provide flood control, water quality improvement, and sedimentation control.

(b) ADDITIONAL PROJECT PURPOSES.—In addition to the purposes described in subsection (a), the purposes of the project under this section are to restore tidal wetlands, provide habitat for endangered species, expand the feeding and nesting areas for waterfowl along the Pacific flyway, and demonstrate the use of suitable dredged material as a resource, facilitating the completion of Bay Area dredging projects in an environmentally sound manner.

(c) PLAN.—

(1) GENERAL REQUIREMENT.—The Secretary, in cooperation with appropriate Federal and State agencies, and in accordance with applicable Federal and State environmental laws, shall develop in accordance with this subsection a plan for implementation of the Sonoma Baylands project under this section.

(2) CONTENTS.—The plan shall include initial design and engineering, construction, general implementation and site monitoring.

(3) TARGET DATES.—

(A) FIRST PHASE.—The first phase of the plan for final design and engineering shall be completed within six months of the date of the enactment of this Act.

(B) SECOND PHASE.—The second phase of the plan, including the construction of on-site improvements, shall be completed within ten months of the date of the enactment of this Act.

Legislative History dates

PL 102-574 (S 2679) Promote the recovery of Hawaii tropical forests. Introduced by AKAKA, D-Hawaii, May 7, 1992. Senate passed, amended, Sept. 30. House passed Oct. 2. President signed Oct. 29, 1992.

PL 102-575 (HR 429) Authorize additional appropriations for the construction of the Buffalo Bill Dam and Reservoir, Shoshone Project, Pick-Sloan Missouri Basin program, Wyoming, and for other purposes. Introduced by THOMAS, R-Wyo., Jan. 3, 1991. House Interior and Insular Affairs reported, amended, June 18 (H Rept 102-114, Part I). House passed, amended, June 20. Senate Energy and Natural Resources reported, amended, March 31, 1992 (S Rept 102-267). Senate passed, amended, April 10. House agreed to Senate amendment with amendment June 18. Senate agreed to House amendment to Senate amendment with amendment July 31. Conference report filed in the House Oct. 5 (H Rept 102 1016). House agreed to conference report Oct. 6. Senate agreed to conference report Oct. 8. President signed Oct. 30, 1992.

PL 102-576 (HR 2032) Amend the act of May 15, 1965, authorizing the secretary of the Interior to designate the Nez Perce National Historical Park in Idaho. Introduced by WILLIAMS, D-Mont., April 23, 1991. House Interior and Insular Affairs reported, amended, Oct. 21 (H Rept 102-258). House considered, under suspension of the rules, Oct. 21. House passed, amended, under suspension of the rules, Oct. 22. Senate passed, amended, Nov. 27. House agreed to Senate amendments with amendment pursuant to H Res 504 on June 29, 1992. Senate agreed to House amendment to Senate amendment Oct. 8. President signed Oct. 30, 1992.

PL 102-577 (H J Res 422) Designate November 1992 as Neurofibromatosis Awareness Month. Introduced by SCHEUER, D-N.Y., Feb. 25, 1992. House passed, amended, Sept. 10. Senate passed Oct. 8. President signed Oct. 30, 1992.

PL 102-578 (S 775) Increase the rates of compensation for veterans with service-connected disabilities and the rates of dependency and indemnity compensation for the survivors of certain disabled veterans. Introduced by CRANSTON, D-Calif., March 22, 1991. Senate Veterans' Affairs reported, amended, Aug. 2 (S Rept 102-139). Senate passed, amended, Nov. 20. House passed, amended, Sept. 30, 1992. Senate agreed to House amendments Oct. 7. President signed Oct. 30, 1992.

PL 102-579 (S 1671) Withdraw certain public lands and otherwise provide for the operation of the Waste Isolation Pilot Plant in Eddy County, N.M. Introduced by DOMENICI, R-N.M., Aug. 2, 1991. Senate Energy and Natural Resources reported, amended, Oct. 28 (S Rept 102-196). Senate passed, amended, Nov. 5. House passed, amended, July 21, 1992. Conference report filed in the House Oct. 6 (H Rept 102-1037). House agreed to conference report, under suspension of the rules, Oct. 6. Senate agreed to conference report Oct. 8. President signed Oct. 30, 1992.

PL 102-580 (HR 6167) Provide for the conservation and development of water and related resources and authorize the U.S. Army Corps of Engineers civil works program to construct various projects for improvements to the nation's infrastructure. Introduced by ROE, D-N.J., Oct. 5, 1992. House passed, under suspension of the rules, Oct. 6. Senate passed Oct. 8. President signed Oct. 31, 1992.

PL 102-581 (HR 6168) Amend the Airport and Airway Improvement Act of 1982 to authorize appropriations for the portion of fiscal 1993 ending before May 1, 1993, and amend Title XIII of the Federal Aviation Act of 1958 relating to aviation insurance. Introduced by OBERSTAR, D-Minn., Oct. 5, 1992. House passed Oct. 6. Senate passed Oct. 8. President signed Oct. 31, 1992.

PL 102-582 (HR 2152) Enhance the effectiveness of the United Nations international drift net fishery conservation program. Introduced by STUDDS, D-Mass., April 30, 1991. House Merchant Marine and Fisheries reported, amended, Oct. 22 (H Rept 102-262, Part I). House Ways and Means reported, amended, Feb. 19, 1992 (H Rept 102-262, Part II). House passed, amended, under suspension of the rules, Feb. 25. Senate passed, amended, July 31. House agreed to Senate amendment with amendments pursuant to H Res 548 on Aug. 10. Senate agreed to House amendments to Senate amendment with amendment Aug. 12. House agreed to Senate amendment to House amendments to Senate amendment, under suspension of the rules, Oct. 4. President signed Nov. 2, 1992.

PL 102-583 (HR 6187) Amend the Foreign Assistance Act of 1961 with respect to international narcotic control programs and activities. Introduced by FASCELL, D-Fla., Oct. 5, 1992. House passed Oct. 6. Senate passed Oct. 7. President signed Nov. 2, 1992.

PL 102-584 (S 2572) Authorize an exchange of lands in Arkansas and Idaho. Introduced by BUMPERS, D-Ark., April 9, 1992. Senate Energy and Natural Resources reported, amended, Aug. 12 (S Rept 102-371). Senate passed, amended, Sept. 10. House Merchant Marine and Fisheries reported, amended, Sept. 29 (H Rept 102-931, Part I). House Agriculture reported Sept. 29 (H Rept 102-931, Part II). House Interior and Insular Affairs reported, amended, Sept. 29 (H Rept 102-931, Part III). House passed, amended, under suspension of the rules, Sept. 29. Senate agreed to House amendment Oct. 7. President signed Nov. 2, 1992.

PL 102-585 (HR 5193) Improve the delivery of health-care services to eligible veterans and clarify the authority of the secretary of Veterans Affairs. Introduced by MONTGOMERY, D-Miss., May 18, 1992. House Veterans' Affairs reported July 24 (H Rept 102-714, Part I). House passed, under suspension of the rules, Aug. 4. Senate passed, amended, Oct. 1. House agreed to Senate amendments with amendment Oct. 6. Senate agreed to House amendment to Senate amendments Oct. 8. President signed Nov. 4, 1992.

PL 102-586 (HR 5194) Amend the Juvenile Justice and Delinquency Prevention Act of 1974 to authorize appropriations for fiscal 1993-96. Introduced by MARTINEZ, D-Calif., May 18, 1992. House Education and Labor reported, amended, July 29 (H Rept 102-756). House passed, amended, under suspension of the rules, Aug. 3. Senate passed, amended, Sept. 25. House agreed to Senate amendment with amendment pursuant to H Res 594 Oct. 2. Senate agreed to House amendment to Senate amendment Oct. 7. President signed Nov. 4, 1992.

PL 102-587 (HR 5617) Provide congressional approval of a governing international fishery agreement. Introduced by STUDDS, D-Mass., July 9, 1992. House Merchant Marine and Fisheries reported Sept. 29 (H Rept 102-927). House passed, amended, under suspension of the rules, Oct. 6. Senate passed Oct. 7. President signed Nov. 4, 1992.

PL 102-588 (HR 6135) Authorize appropriations to the National Aeronautics and Space Administration for research and development, space flight, control and data communications, construction of facilities, research and program management, and inspector general. Introduced by BROWN, D-Calif., Oct. 5, 1992. House passed Oct. 6. Senate passed Oct. 7. President signed Nov. 4, 1992.

PL 102-589 (HR 5377) Amend the Cash Management Improvement Act of 1990 to provide adequate time for implementation of that act. Introduced by CONYERS, D-Mich., June 11, 1992. House passed, under suspension of the rules, July 21. Senate passed, amended, Oct. 2. House agreed to Senate amendment Oct. 3. President signed Nov. 10, 1992.

PL 102-590 (HR 5400) Establish in the Department of Veterans Affairs a program of comprehensive services for homeless veterans. Introduced by STAGGERS, D-W.Va., June 16, 1992. House Veterans' Affairs reported, amended, July 24 (H Rept 102-721). House passed, amended, under suspension of the rules, July 27. Senate passed, amended, Sept. 8. House agreed to Senate amendments with amendment Oct. 3. Senate agreed to House amendment to Senate amendment to Senate amendments Oct. 7. President signed Nov. 10, 1992. ■

Testimony of

Citizens for Appropriate Rural Roads (CARR)

to

House Transportation & Related Agencies Appropriations Subcommittee

- Subject -

Proposed Indianapolis to Evansville Highway
in Indiana (I-69 ext)

A Segment of the High Priority Corridor from Indianapolis, IN, to Houston, TX

7 May 1993

Contact Thomas or Sandra Tokarski at: (812) 855-9447
825-9553
332-0025

Representative Frank McCloskey of Indiana has come before this subcommittee requesting $17.7 million for design and engineering studies for the Indiana portion of the Indianapolis to Houston highway corridor, referred to in Indiana as the extension of I-69 from Indianapolis to Evansville. It is important for you to know that there is widespread, deep and increasing opposition to this highway proposal in Indiana. Because he is aware of this growing opposition, Representative McCloskey is anxious to speed up the work and stay ahead of the rising tide of dissent. In this situation we believe prudence and careful consideration of all alternatives are more important than speed. We ask you to deny further funding for this project until all alternatives are considered.

Citizens for Appropriate Rural Roads, Inc. (CARR) is composed of citizens throughout Indiana who believe that there are more efficient, fiscally responsible alternatives to Representative McCloskey's proposal. Our organization has been in existence for over 2½ years. Exhibit 1 is a copy of our petition that has been signed by over 4,000 citizens.

In this testimony we will show that construction of this highway would be fiscally irresponsible in the highest degree. We will show that several proffessional, independent economic feasibility studies have documented that another Indianapolis to Evansville highway would not be a prudent use of tax dollars. We deny the claim that this highway will have national significance or that it is necessary to improve the economy of Southwest Indiana. We will show that upgrading and repairing existing roads, in a way that the Indiana Department of Transportation (INDOT) itself has proposed, would do more good for more people, cost taxpayers much less, create as many or more jobs, be much less damaging to the environment and agricultural areas. Upgrading and repairing existing roads is a more responsible use of tax dollars.

Please note that our testimony refers mainly to the Indiana portion of the Indiana to Houston corridor. No studies have been done to determine the feasiblilty of the entire project, but many have been done on the Indiana segment. If the feasibility of the Indiana segment is dependent upon the entire route, then a whole new feasibility study should be done before any more money is spent in Indiana. If the Indiana segment is considered to have independent utility, then the past studies are relevant.

To help dispel the perception that this legislative body is nothing more than a rubber stamp for any and all proposals brought before it by members representing special interests, we ask that you give our concerns and our proposals thoughtful consideration.

Our testimony will address the following items:

1. Numerous economic feasibility studies, including a congressionally mandated study, have not recommended construction of this highway.

2. This proposed route, using new terrain, is excessively expensive and damaging.

3. There are reasonable alternatives to this proposed highway using existing highways.

4. Public input into this project has been restricted by an undemocratic process.

1. PRIOR STUDIES, OR LACK THEREOF

In 1988 Congress appropriated $500,000 for an economic feasibility study to determine the merits of another major highway connecting Indianapolis and Southwest Indiana, specifically Evansville. That study, commonly referred to as the Donohue Study (Ref.1), did not recommend the construction of any of the alternatives studied, including the currently proposed route (Exhibit 2). Exhibits 3 and 4, from the Donohue Study, list the benefit/cost ratio for the various routes studied, and the Net Present Value of the Benefits. Exhibit 5 is a letter from Mr. Cleckley of the Federal Highway

Administration (FHA) stating that based on the Donohue Study the FHA concluded that "...the proposed highway is at best marginal from a cost-effectiveness standpoint." This FHA report was submitted to Congress in July, 1990.

The Donohue Study was only the latest in a series of studies done to examine the feasibility of another north-south highway in Indiana (Exhibit 6). None of those studies recommended the construction of another major highway in Indiana.

As of 1986 Indiana had 1118 miles of interstate highways, which made it thirteenth in the nation in total interstate highway miles. In land area Indiana is 38th. Indianapolis has more interstate highway connections that any other city in the nation.

To counter the negative conclusions of these independent studies, highway proponents have contracted with various groups to get the conclusions they desired. These counter studies are the ones most often quoted by the highway proponents to justify their case. These studies are listed in the reference section of this text (Refn. 2,3,4)

I encourage members of this committee to read these "studies" and compare them with their taxpayers funded Donohue study to determine for themselves which are credible and should serve as the basis for spending $1 billion in transportation funds.

Proponents of this highway now claim that another highway from Bloomington, Indiana, to Evansville Indiana, could be one leg of a Canada to Mexico highway. They claim such a project would be a tool for the implementation of North American Free Trade Agreement (NAFTA) and as such would have greaty economic potential. We believe this is a poorly disguised ploy to justify a local highway project that has failed to find independent justification.

Several Canada to Mexico highways already exist (Exhibit 7). Please note that at least three of these connect with Indianapolis. In a letter written to INDOT by Mr. J. Threlkeld of the FHA, he states that the Canada-Memphis idea was "a somewhat specious argument because, as a casual glance at the map of the Federal-aid highway system will show, there is already a relatively direct interstate system between these two cities," [Detroit and Memphis] (Exhibit 8). From Memphis, two interstate routes already connect to Mexico.

In another letter to InDOT Mr. Threlkeld listed several alternatives to the currently proposed project which may obviate or lessen the need for the proposed highway/ These include SR 67/57; SR 37, SR 45, SR 231, I-64; SR 37, US 50, SR 57; SR 37, US 50, US 41 (Exhibit 9).

To argue that another north-south highway, one that must go through Bloomington and Evansville, Indiana, will have national significance is clearly self-serving and not credible.

Since no studies have been done to determine if another north-south Interstate is feasible, speaking of the Indiana link in such a system is highly presumptive and speculative. It cannot serve as the basis for spending $1 billion in taxes. The Indiana segment must be shown to have independent utility and be justified on that basis alone. Since this highway has failed that test, further funding for it should be rejected.

2. THE PROPOSED ROUTE FOR THE I-69 EXTENSION IS EXCESSIVELY EXPENSIVE AND DAMAGING.

A. Agricultural Costs

Southwestern Indiana is primarily an agricultural region with deep, fertile soils. As proposed, the new highway, using all new terrain will seriously disrupt agricultural operations. Mr. Gary Seibert (Erosion Control Technician, Indiana Department of Natural Resources (DNR), Division of Soil Conservation) has calculated that, along the most likely route, a minimum of thirty-five farming operations, in Gibson County alone, will be impaired by the proposed highway. These include six of the fourteen dairy operations in that county. Mr. Seibert estimates that these six operations alone each have a gross annual income of over $500,000. Since it is estimated that this income is spent back into the community six times, losses to these farming operations will spread throughout the community.

Gibson County is now an economically stable rural community. Some of the affected farms have been in one family since the Civil War. The present transportation system is adequate to serve this region and the proposed highway would cause economic hardships. We have heard similar predictions from farmers in other counties along the proposed route. Contrary to highway proponent claims, this highway will not be an economic development tool for rural areas, it will in fact be a continuation of rural exploitation schemes of the past.

B. Environmental Costs

The Donohue Study states that the proposed highway will pass through very environmentally sensitive areas (Exhibit 10 a & b). Mr. McCloskey has stated publicly that environmental sacrifices will have to be made for this highway (Exhibit 11). This environmental destruction will not only cause much controversy, but also significantly increase the cost. That this will be a very costly route is confirmed by the draft Environmental Impact Statement (dEIS) for the first thirty-two miles from Bloomington to Newberry, Indiana (Refn.5). Due to the rugged, hilly, forested, karstic terrain, construction costs are estimated at between $300 and $400 million (Exhibit 12 a & b) for this segment alone. This computes to $12 to $13 million per mile. This, however, will not be the total cost. Because of the sensitivity of karst regions to damage due to construction activity, new regulations are now under review by the InDOT (See Exhibit 13 a & b for an explanation of karst terrain). It is expected these new regulations will increase construction costs significantly.

Mitigation costs due to forest loss have not been determined. Large wetlands will be crossed further south and the mitigation costs for these losses have not been determined.

Overall, mitigation costs, none of which are included in current cost extimates, are expected to be large.

Another area of environmental concern is air quality. Indianapolis and Evansville are currently listed as non-attainment areas for ozone. This problem has not been addressed in planning for this highway. Increases in traffic would bring increases in ozone levels. Both the Intermodal Surface Transportation Efficiency Act, 1991 (ISTEA)and the Clean Air Act Amendments (CAAA) impose new planning regulations on metropolitan areas. An integrated planning process which coordinates spending ISTEA funds with requirements of CAAA is essential to prevent future conflicts and inefficiency in the expenditure of transportation funds. Since such planning has not been a part of this project, it violates the principle and spirit of ISTEA and CAAA.

C. Limestone Costs

Another important cost consideration is the effect of the highway on the dimensional limestone industry. Limestone from the quarries in this region of Indiana has been use in important buildings throughout the world. The Pentagon, the Washington Cathedral, the State Department, the Department of Commerce, and the Postal Department in Washington, D.C. were built with Indiana limestone.

The cost of purchasing right-of-way through limestone reserves will be substantial (Exhibit 14). The dEIS estimates the value of these reserves at between $300 and $400 million (Ref. 5). It is doubtful the limestone companies will receive this much money; however, there is no doubt huge sums of transportation dollars will be used to buy out these reserves. There is also the possibility that individual landowners with proven limestone deposits on their property will have to be compensated at levels comparable to what the limestone companies receive. These costs are not included in current cost extimates.

This project should be a model for showing that environmental responsibility can also mean fiscal responsibility. We can avoid extreme environmental damage, agricultural losses, and expensive mineral buy-outs without sacrificing transportation quality and efficiency. The following section will give examples of how upgrading and utilizing existing highways can be a reasonable alternative to extravagantly expensive, destructive highways that use new terrain.

3. REASONABLE ALTERNATIVES TO THE PROPOSED ROUTE

In its proposal for the National Highway System (NHS), InDOT includes several highways in southwestern Indiana, including the proposed I-69 extension from Bloomington to Evansville, Indiana (Exhibit 15). Besides the I-70 to US 41, and US 231 connections between Indianapolis and southwestern Indiana, there is an existing four lane, divided highway from Indianapolis to Bloomington to US 50 at Bedford. US 50 is also in the NHS proposal. These three routes alone will give good access to southwest Indiana, including Evansville, from Indianapolis. Furthermore, the new terrain I-69 proposal virtually parallels the SR 37 to US 50 route to Washington, Indiana. There would be no appreciible savings in time or distance in the new terrain route over the route using SR 37 and US 50. INDOT has already purchased right of way and plans to purchase more along US 50 to upgrade it to a four lane, divided highway. Also note that the all new terrain Bloomington to Washington, Indiana route connects with no towns with a population over 5,000. The SR 37 to US 50 route connects Bloomington with Washington via Bedford, population 14,000, as well as Shoals, and Loogootee. The NHS upgrades, as proposed by InDOT, will make the I-69 an extremely expensive, redundant highway.

As currently proposed, the I-69 extension will cost over

$1 billion. Upgrades to US 41, with a bypass around Terre Haute, would cost approximately $250-300 million (Exhibit 16). Consultants for the InDOT have estimated that with those upgrades the I-70/US41 route would add only 8 minutes of travel time over the proposed new terrain route (Exhibit 17). In the same memo that disclosed this information, it was also stated that this minor time difference would not be included in the feasibility study for "political reasons". In this example, upgrading an existing facility would save taxpayers approximately $700 million , with very little difference in time or convenience. If I-69 proponents wished, they could designate the I-70/US 41 route as the extension of I-69 from Indianapolis to Evansville. Taxpayers would certainly benefit from this relatively minor change in the project.

The Road Information Program (TRIP) study for 1991 states that more than 57% of Indiana's most heavily traveled roads are in poor to fair condition, and 40% of Indiana's bridges are structurally deficient or structurally obsolete (Refn. 6). Overdrive, a magazine for professional truckers, in a recemt issue rated Indiana's roads as the ninth worst in the nation. Upgrading existing roads to improve highway transportation would be a more efficient use of transportation dollars. It would put more people to work sooner and would result in more benefits to more people by spreading the improvements over a wider area. Adding 100 miles of unnecessary new interstate to an already seriously degraded highway system makes no sense at all.

Proponents of the currently proposed route frequently cite highly inflated figures for the number of jobs the new interstate might create. For example they have stated figures as high as 5,000 jobs, for the entire Indianapolis to Houston corridor. Even if this number were correct, most of these jobs would be temporary construction jobs and low paying service oriented jobs. Five thousand jobs for an estimated cost of $10 billion works out to $2 million per job. This is not an efficient use of scarce transportation funds. Not surprising is the fact that proponents of the new interstate seldom mention its cost.

Representative McCloskey stated in a public meeting held in Bloomington in March of this year that, in his opinion, all alternatives should be considered in choosing the route for this proposed highway. In asking for design and engineering funds for the currently proposed route, he has contradicted his public statement. If you vote to extend more funds tp this highway project, you are tying the taxpayers to an extravagant, extremely expensive, very damaging project that your own mandated study did not recommend for construction.

4. UNDEMOCRATIC PROCESS

In an InDOT sponsored meeting for the I-69 extension held in an elementary school in Bloomington in October 1991, sheriff's deputies were present to prevent citizens from commenting or asking questions in public on this highway proposal (Exhibit 18 a & b). Citizens who will lose their homes, farms and forests were directed to another room where they could put their comments in writing or stand in line to ask questions of InDOT officials in private. During their public presentation InDOT consultants repeatedly made misleading or outright false statements that could not be corrected because of the ban on public comment. As a result, many people left with misinformation. This meeting did not take place in China; it was in Indiana, USA. As noted in Exhibit 18 a & b, many people were extremely frustrated and infuriated by this blatantly undemocratic process. Representative McCloskey himself has publicly stated that he disagrees with InDOT's meeting format. To date, there has been no change. Governor Bayh of Indiana has stated that he agrees with the format for these meetings. These meetings are typical of InDOT's arrogant attempt to diffuse opposition and stifle dissent on this highway. In fact, the meetings were nothing more that staged public relations events, obviously biased in favor of this project.

ISTEA specifically and repeatedly mandates more public involvement in transportation planning. This highway, I remind you, is a part of ISTEA.

CONCLUSION

Because we were not informed of these hearings until they were almost over, we did not have enough time to include in our testimony all of our concerns with the I-69 extension project. We have many more specific reasons to oppose it, as well as other alternatives to improve transportation in Indiana and the nation. We would be happy to submit them at your request.

It is time for a change in the way public institutions and the government plan and decide on projects that will have a major impact on large numbers of citizens. This is partly what the last election was about. It is definitely what ISTEA is about. It is no longer acceptable to make decisions behind closed doors and then hold public hearings as a formality after the decisions have already been made.

This highway project is a textbook example of the politics of the past. It was conceived by and is being dictated by special interest groups for their perceived personal gain. And it is being used as a political and reelection tool by some politicians.

We desperately need a new approach to transportation in this country. Our request is not unreasonable or selfish. We are asking for restraint, fiscal responsibility, and a reinstatement of the democratic process. This highway is a good place to start. Fortunately, it is early enough in the process to allow for reconsideration. With your help we can save taxpayers hundreds of millions of dollars, prevent unnecessary environmental and social damage, and begin the process of meaningful change in the governmental process.

Please withhold any additional funding or earmarking of funding for this highway until all sides have been fairly heard and all issues honestly addressed. The choice is yours. Please give us a chance to be heard.

REFERENCES

1. Southwest Indiana Highway Feasibility Study...February, 1990
   by: Donohue and Associates, Inc.
   Cambridge Systematics, Inc.
   Congdon Engineering Associates, Inc.

2. The Future of Southern Rural Indiana: Paradigms and Prospects for Rural Indiana
   by: David Reed
   May, 1991

3. The Mid-Continent Highway (I-69)- An Investment in America's Future
   commissioned by: The Southwestern Indiana Regional Highway Coalition
   (No date or authors given.)

4. Addendum to the Economic Impacts of Highway Improvements in Southwestern Indiana
   submitted to the Indiana Department of Transportation
   for the city of Evansville and Vanderburgh County, Indiana
   sponsored by the Greater Evansville Chamber of Commerce
   prepared by Quantum Research Corp.
   Apogee Research, Inc.
   Bethesda, Maryland
   Dec. 1989
   (Note: This work was included as an addendum to reference 1. with a disclaimer by the authors of that study.)

5. Indianapolis to Evansville Highway, Section 1-Bloomington to Newberry. Monroe, Greene, and Daviess Counties, IN. Feb. 1992
   Administrative Action Draft Environmental Impact Statement--U.S. Department of Transportation, Federal Highway Administration, and Indiana Department of Transportatio

6. The Economic Impact of Increased Highway Funding in Indiana. Mar. 1991
   prepared by: The Road Improvement Program (TRIP)
   1200 18th St., NW, Suite 314
   Washington, DC, 20036

Exhibit 1

HELP SAVE OUR RURAL LANDS
STOP HIGHWAY ROBBERY!

The proposed highway from Bloomington to Evansville, using new roadways, would take the homes, land, and farms of many citizens.

This highway would place an unacceptable tax burden on small communities and would be extremely damaging to the environment.

THEREFORE, WE THE UNDERSIGNED REJECT THIS PROPOSED HIGHWAY.

We call upon public officials to support appropriate road improvements that will preserve rural environments.

Name and Address (Please Print)	Signature	Phone
1.		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

Please Return to:

CARR (Citizens for Appropriate Rural Roads)
PO Box 54
Stanford, IN 47463

For More Information Call: 825-9553

Exhibit 2

MAJOR CONCLUSIONS OF THE SOUTHWEST INDIANA HIGHWAY FEASIBILITY STUDY

February 1990

Prepared For
Indiana Department of Transportation

In Cooperation With
The U.S. Department of Transportation
Federal Highway Administration

By
Donohue & Assoc., Inc.
Cambridge Systematics, Inc.
Congdon Engineering Assoc., Inc.

Conclusions

In conclusion, none of the routes analyzed in this study are recommended for construction solely on an economic feasibility basis. This recommendation is based on the following:

- Low benefit/cost ratios were found for the range of alternative assumptions used in the sensitivity analysis, considered as a whole. Given these results, it is inappropriate to focus solely on the ratio resulting from the most optimistic set of assumptions, when under several other sets of assumptions the ratio is well below 1.00.

  There is inherent uncertainty in any long-range economic forecasting process. The benefit/cost ratios developed in this study include employment and income benefits based on such forecasts. It is difficult to establish a specific benefit/cost ratio which determines economic feasibility. However, Cambridge Systematics' experience in other states has shown that projects with benefit/cost ratios in excess of 1.5 have been given priority funding. While this ratio has not been sanctioned officially by any state or organization, it has been found in our experience to represent a reasonable lower bound for project selection.

  Funding would require creation of a multi-county authority and commitment of considerable local dollars for a long time period. This would assume that the highway is the highest priority for each of the counties along the route and that each county government is willing to devote significant revenue sources to the project for about 30 years. There is no such precedent of this type in the area. If undertaken, this project would be the most costly highway built in the State of Indiana since development of the interstate system.

Recommendations

Based on the results of the benefit/cost evaluation, construction was not recommended for any of the four alternatives. While the A/Freeway alternative does have a benefit/cost ratio greater than one under certain assumptions, it does not merit recommendation for construction given the magnitude of the ratio and the uncertainty involved in long-range economic analyses. Economic evaluations for many highway projects in other states have resulted in benefit/cost ratios ranging from 1.5 to 5.0. This suggests that there may be other projects both inside and outside Southwest Indiana that would represent better investments.

The five small segments within the three study corridors with potential to provide economic and transportation benefits to the region should be considered for further study.

pp. 11 + 12

Exhibit 3

TABLE 10.6

BENEFIT/COST RATIOS

	User and Regional Economic Benefits/Cost[1]				User Benefits/Costs[1,2]	
	5% Discount Rate		10% Discount Rate		5% Discount Rate	10% Discount Rate
Route	Optimistic	Realistic	Optimistic	Realistic		
A/Freeway	1.54	1.23	0.89	0.72	0.74	0.44
A/Modified	1.09	0.90	0.64	0.54	0.55	0.34
B	0.95	0.82	0.54	0.47	0.56	0.33
C	1.17	0.97	0.70	0.59	0.54	0.34

NOTE: Refer to Tables C.3 and C.4 in Appendix D for discounted benfit and cost data.

[1] Costs include right-of-way and construction costs, and do not include maintenance and environmental mitigation costs.

[2] User benefits include the travel time, operating costs and safety benefits for cars and trucks. Benefits are not identical to those in Chapters 6 and 7, where the value of some truck benefits were accounted for under "regional economic" benefits.

Donohue & Assoc., 1990

Exhibit 4

TABLE 10.7

NET PRESENT VALUE OF BENEFITS
1989 $ Millions

Route	User and Regional Economic Benefits/Cost[1]				User Benefits/Costs[1,2]	
	5% Discount Rate		10% Discount Rate		5% Discount Rate	10% Discount Rate
	Optimistic	Realistic	Optimistic	Realistic		
A/Freeway	$323	$139	$ -35	$ -91	$-154	$-183
A/Modified	40	-47	-91	-118	-210	-169
B	-28	-95	-140	-161	-230	-203
C	36	-6	-35	-48	-100	-76

[1] Costs include right-of-way and construction costs, and do not include maintenance and environmental mitigation costs.

[2] User benefits include the travel time, operating costs and safety benefits for cars and trucks. Benefits are not identical to those in Chapters 2 and 3, where the value of some truck benefits were accounted for under "regional economic" benefits.

Donohue & Assoc., 1990

U.S. Department
of Transportation
Federal Highway
Administration

Exhibit 5

400 Seventh St., S.W.
Washington, D.C. 20590

MAR 11 1991

Refer to: HPD-1

Mr. Thomas R. Tokarski
Member, Citizens for
  Appropriate Rural Roads
P.O. Box 54
Stanford, Indiana 47463

Dear Mr. Tokarski:

Thank you for your February 15 letter to Secretary of Transportation Samuel K. Skinner concerning the proposed Indianapolis-to-Evansville highway. You explained your reasons for objecting to the proposal. We have been asked to answer your letter.

We are aware of the feasibility studies you mentioned. At the request of Congress, we conducted the most recent one, which you referred to as the Donohue Study. We worked with the Indiana Department of Transportation (IDOT) to evaluate the feasibility of the route and the potential economic, industrial, recreational, and community development benefits that might result. We submitted our report to Congress on July 19, 1990, concluding that, "Based on [an] analysis of direct highway benefits and the likely indirect benefits of economic development, the proposed highway is at best marginal from a cost-effectiveness standpoint."

We do not select projects, or tell the States which projects to fund. Instead, we make Federal-aid highway funds available to the State highway agencies each year by statutory formula to help in their highway construction and improvement programs. State highway officials are responsible for project selection and development within funding limits. The IDOT, therefore, has the sole authority to select projects for use of formula Federal-aid highway funds. Our role, when the IDOT decides to use Federal-aid funds, is to review the State's work to make sure it meets Federal requirements and supports the State's decision on the best alternative for each project.

The IDOT initiated preliminary studies of the proposed highway, which will be conducted in accordance with Federal requirements. The many environmental and related laws, regulations, and policies will be followed, including the National Environmental Policy Act of 1969. It requires preparation of an environmental impact statement when a federally assisted undertaking will cause significant impacts. The FHWA will provide technical assistance and grants approvals at key stages of project development.

Exhibit 5
(cont.)

The IDOT chose consultants to study the route in three phases (Bloomington to Newberry, Newberry to Petersburg, and Petersburg to I-64). The consultants are planning multiple opportunities for public involvement. An initial informational meeting on December 10, 1990, attracted about 300 people. More recently, public information meetings were held on March 6 in Washington and on March 7 in Evansville.

I suggest that Citizens for Appropriate Rural Roads express its concerns to the IDOT and participate in the public involvement process. That way, you can be certain your views, and those of the organization will be heard. You will also have the opportunity to review and comment on the material released by the IDOT during the environmental review stage. The IDOT's address is State Office Building, Room 1101, 100 North Senate Avenue, Indianapolis, Indiana 46204. I cannot predict the outcome, but I can assure you that your concerns, and those of others who comment, will be considered.

I appreciate your taking the time to let us know your views on the proposed highway project. I will provide a copy of this correspondence to our Division Administrator in Indianapolis, Mr. Arthur A. Fendrick, so he will be aware of your concerns. He will provide a copy to IDOT officials as well.

Sincerely yours,

Eugene W. Cleckley

Eugene W. Cleckley, Chief
Environmental Operations Division

Exhibit 6

TABLE 1.1

PREVIOUS HIGHWAY STUDIES PERTINENT TO THIS FEASIBILITY STUDY

Date	Study Title	Findings or Recommendations
	Indianapolis to Evansville Corridor	
November 1966	Preliminary Feasibility Report Proposed North-South Toll Road, Wilbur Smith and Associates and its associated route design report Preliminary Engineering Report Proposed North-South Toll Road, Brighton Engineering	Not feasible as a toll road
November 1980	Preliminary Feasibility Study Western Indiana Toll Road Ohio River Vicinity to Lafayette Vicinity Reid, Quebe, Allison, Wilcox and Associates, Inc. and Wilbur Smith and Associates	Not feasible as a toll road
May 1982	Preliminary Feasibility Report Indianapolis - Evansville Improved North-South Corridor, Indiana Department of Highways	Not recommended to pursue this corridor improvement at this time
1984 Update	Indianapolis - Evansville Improved North-South Corridor, Indiana Department of Highways	Cost update only, no recommendation
	Other Corridors in Southwest Indiana	
November 1985	Feasibility Study SR 37 from I-64 to SR 60, Indiana Department of Highways	Route acceptable, but further study recommended.
November 1986	Special Study US 231 from I-64 to Owensboro, Kentucky, Indiana Department of Highways	Cost study only, no recommendation

Exhibit 7

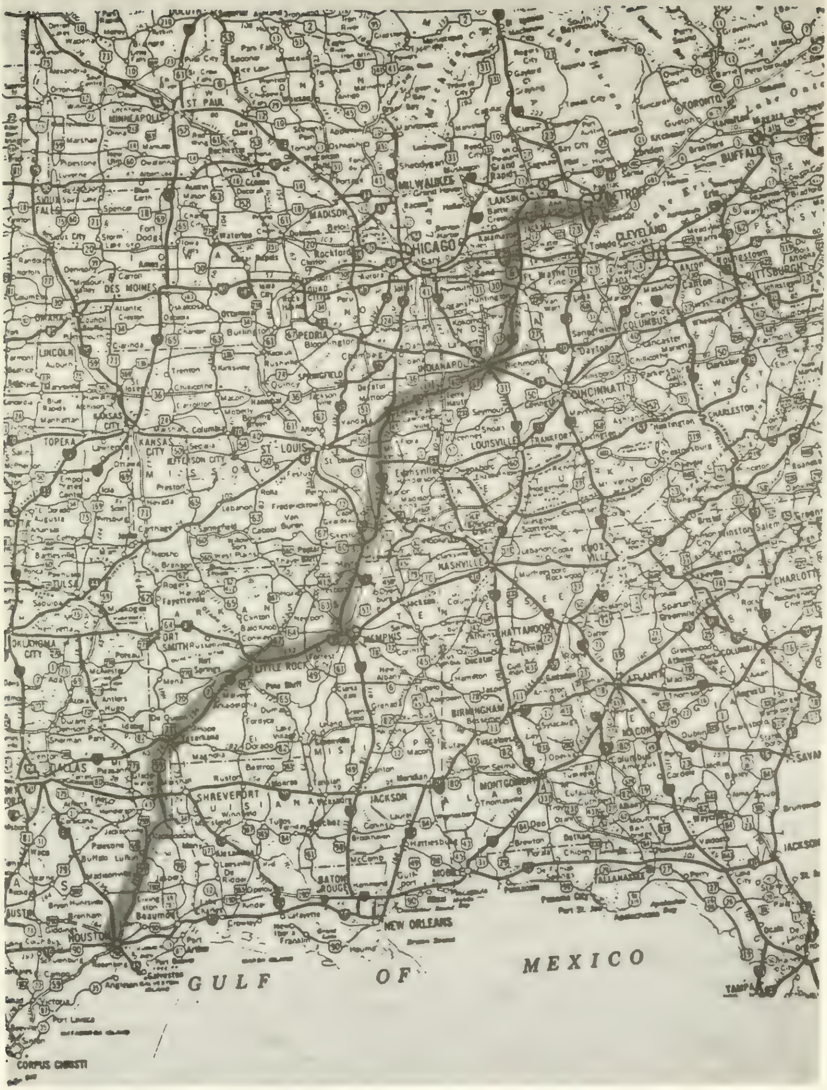

MINNEAPOLIS
ST PAUL
SIOUX FALLS
DES MOINES
OMAHA
LINCOLN
TOPEKA
KANSAS CITY
MILWAUKEE
MADISON
CHICAGO
LANSING
DETROIT
TORONTO
BUFFALO
CLEVELAND
PITTSBURGH
AKRON
COLUMBUS
PEORIA
SPRINGFIELD
INDIANAPOLIS
CINCINNATI
ST LOUIS
LOUISVILLE
CHARLESTON
NASHVILLE
KNOXVILLE
CHARLOTTE
TULSA
OKLAHOMA CITY
FORT SMITH
LITTLE ROCK
MEMPHIS
CHATTANOOGA
ATLANTA
BIRMINGHAM
MACON
DALLAS
SHREVEPORT
JACKSON
MONTGOMERY
HOUSTON
BEAUMONT
BATON ROUGE
NEW ORLEANS
MOBILE
TALLAHASSEE
JACKSONVILLE
TAMPA
CORPUS CHRISTI
GULF OF MEXICO

Exhibit 8

INDIANA DEPARTMENT OF TRANSPORTATION
INDIANAPOLIS, INDIANA 46204-2249
INTER-DEPARTMENT COMMUNICATION

April 27, 1992

MEMORANDUM

TO: Mr. Ed Cox, Chief
Division of Program Development

FROM: Mr. James E. Juricic, Manager
Environmental Assessment Section
Division of Program Development

RE: Southwest Indiana Highway Corridor; Sections II and III, Environmental Overview

Attached are the FHWA's comments on the overviews for the above referenced projects. Please forward the comments to whomever you deem appropriate.

JEJ/ds

cc: Mr. Jim Barr

Attachments

Exhibit 8

U.S. Department of Transportation
Federal Highway Administration

Region 5
Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

April 14, 1992
HPR-IN

RECEIVED
DEVELOPMENT DIVISION
ENVIRONMENTAL ASSESSMENT SECTION

Mrs. Katherine Lyon Davis
Deputy Commissioner, Development
Indiana Department of Transportation
Indianapolis, Indiana

Attention: Mr. James E. Juricic

Dear Mrs. Davis:

Subject: Project F-031-4(11)
Southwest Indiana Highway Corridor;
Sections II & III Environmental Overview

We have reviewed the subject Environmental Overviews and offer the following comments. It should be borne in mind that the recent decision to develop one Environmental Impact Statement for the entire route largely renders moot the matter of Environmental Overviews. Having established that fact, general comments revolve around four points pertinent in varying degrees to both sections.

1. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) specifically identifies this corridor as an extension of I-69. This fact negates much of the discussion concerning the proposed cross-section being a possible upgrade of SR-57 or some other 2-lane proposal. Therefore, the proposed alignment should be pursued as a 4-lane facility built to freeway standards, with alternatives being concerned with which alignment to follow.

   Furthermore, at least in the Section II Overview, there is some mention of the fact that this highway development could be viewed as an important link in the interstate system between Detroit and Memphis. This is a somewhat specious argument, as a casual glance at a map of the Federal-aid Highway System will show that there is already a relatively direct interstate system between these two cities. Also, discussion of another interstate link between Detroit and Memphis is not compatible with analysis of 2-lane alternatives for the Southwest Indiana Highway Corridor.

2. The presentation of alternate alignments is very convoluted and difficult to follow in the Section III Overview. It would be advisable to organize this section into individual alignments and follow each through from beginning to end, comparing each in its totality. Also, in both Overviews for Section II and III there needs to be mention of a preferred alternate.

Exhibit 8

3. Both section overviews include a relatively detailed "Early Coordination Replies and Responses" component. While this commentary is commendable, it is not absolutely necessary and would suffice to let the responding agencies' comments stand on their own in the appendix.

4. Especially in the case of the Section III Overview, the consultants are reminded of the format guidance and other stipulations contained in the FHWA Technical Advisory T-6640.8A, dated October 30, 1987, "Guidance for Preparing and Processing Environmental and Section 4(F) Documents". Although the Section II Overview essentially followed the prescribed format, it may be helpful to point out a few items that should not be overlooked in the preparation of the EIS. These include the List of Preparers, EIS distribution, relationship of local short-term uses vs. long-term productivity and irreversible and irretrievable commitment of resources.

In closing, it is reiterated that this review was very cursory in nature due to the decision to eliminate the Environmental Overview concept in favor of a full EIS. The technical data as presented appeared to be sufficient and the consultants are to be complimented for their efforts. By careful attention to the Technical Advisory and other comments cited above, much of the information in these documents should be transferable to the proposed EIS.

Sincerely yours,

Arthur A. Fendrick
Division Administrator

By J. E. Threlkeld
District Engineer

Exhibit 9

To Jim Juricic | From J Threlkeld
Dept/Agency Envirm. | Phone # 226-7494
Fax # | Fax #
NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

U.S. Depa
of Transp
Federal [illegible]
Administration

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

January 24, 1992
HB-IN

Ms. Katherine R. Lyon
Deputy Commissioner, Development
Indiana Department of Transportation
Indianapolis, Indiana

Attention: Mr. James E. Juricic

Dear Ms. Lyon:

Subject: Project F-031-4(011); Bloomington to Newberry segment of the Indianapolis to Evansville Highway Monroe, Greene and Daviess Counties

Dear Ms. Lyon:

We have reviewed the subject preliminary draft environmental impact statement and offer the following comments:

1. On page 166, in the "Comments and Coordination" section, the statement is made that early coordination letters were sent out on February 14 and 15, 1991. However, just below that statement is a table of responses which lists January 28, 1991 as the response date of the National Park Service. In addition to this discrepancy, there is another National Park Service letter, dated September 3, 1991, which stipulates a number of conditions. There is no apparent response to this letter and, in fact, a failure to address the salient points in the letter. These points are as follows:

   A) that several large rest and recreation areas be included as recreation demonstration areas,

   B) that scenic strips, or very wide shoulder areas along some lengths of the highway be planted in wildflowers as "mini-ecosystems",

   C) that wildflowers be planted along shoulders and median, as well as at interchange vegetative islands and

   D) that mitigation should include contractual provisions for long-term maintenance, including ecosystem reestablishment and perpetuation.

2. Page 2, 1st sentence of the 6th paragraph. The word "near" should be "nearly".

3. Page 11, 2nd sentence of the 3rd full paragraph. The feasibility study was for the entire route while this EIS is only for 1/3, or less of the route. Assuming that "segmenting", as discussed in the September 3, 1991 National Park Service letter, does not become a substantial problem, then there should at least be some clarification of the difference in segments to which reference is made. Furthermore, what kind of jobs are these (i.e., construction, short-term, long-term, direct, ancillary, etc.) and for what time period? In light of the discussion on jobs, there is further discrepancy in the last partial paragraph on page 24. To wit, 387 new jobs does not sound like a very large number for such a vast undertaking, and also does not appear to be consistent with the data presented on page 11. Further such inconsistencies may be noted on page 25, 1st sentence in the 2nd full paragraph and on page 84, the third paragraph. Just how many jobs is this project expected to generate, for how long and what type? This information is critical in order to convey the economic impact of the proposed project.

4. Page 11, 2nd and 3rd sentence of the 4th full paragraph. It should be possible to calculate economic implications of these two sentences by AASHTO methodology.

5. Pages 12 and 83. What is the economic impact of taking these limestone reserves out of market? This should not be too difficult, as cubic feet of material for both lines C & D is quantified on page 83. This will be a particularly important issue to those whose lives will be impacted by loss of jobs, higher cost of remaining stone, etc.

6. Page 13. The litany of favorable attributes that C offers over D includes the point that it involves no railroad crossing, as does D. From the maps, it appears that C does cross a railroad spur adjacent to Tramway Road just southwest of Bloomington. There is also reference to this on page 64 in the 4th full paragraph. Unless this line is abandoned, another bridge structure would be required. There would have to be adjustments to the table on page 14 commensurate with this corrected information.

7. Page 24, 1st full paragraph. The narrative in general sounds a bit too presumptuous of the claim that I-70/US-41 is the only alternative and that this proposed project will thus impact these routes so favorably. Concomitant to the preceding statement are the following points:

    A) Page 41. Mention should be made of scheduled jet air service between Indianapolis and Evansville as an intermodal alternative.

B) Page 42. There are other existing alternatives (i.e., SR-67/57; 37, 45, 231, I-64; 37, 50, 57; 37, 50, 41; etc.) which should be mentioned that, collectively, may obviate or lessen the need for the subject project.

8. Page 24, 4th sentence of 1st full paragraph. Insert "be" between "will" and "at".

9. Page 27, 2nd sentence, 1st paragraph under "Intermodal Relationships". Insert "thereby" between "reduced" and "benefiting".

10. Page 42, 5th paragraph. This evaluation could be somewhat ambiguous, depending upon how much of the existing SR-57 is utilized further south.

11. Page 43, 6th sentence of the 5th paragraph. This should read ".......Monroe County west of SR-37".

12. Page 48, 1st sentence at the top of page. This should read ".......crosses into Monroe County".

13. Page 56-61. These tables may be more appropriate at the end of "Preferred Alternative", just before "Affected Environment". They are somewhat of an irritant here and a disruption to the narrative.

14. Page 62, 3rd sentence of the 4th paragraph. Delete "at which time" and insert "route" after Evansville.

15. Page 62. It is stated that interchanges will be constructed on US-231, SR-37 and SR-54. However, on page 104 and other pages of the EIS, it is stated that interchanges will be developed at US-231, SR-45 and SR-37.

16. Page 64, 2nd sentence of the 3rd paragraph. Delete "and" after "floodplains" and insert ", which are".

17. Page 66, 1st sentence of 1st full paragraph. This is redundant, as essentially the same statement led off the 1st sentence of the previous paragraph.

18. Page 66, 2nd full paragraph. It is stated that 6 acres of jurisdictional wetlands will be impacted by the project. The EIS should contain a complete discussion of the adverse impacts to wetlands and the mitigation measures. This should include wetland replacement, either by creation of wetlands or by purchase of wetlands. The discussion on page 106 does not suffice.

Exhibit 9

19. Page 67, 1st sentence of 2nd full paragraph. The order of the sentence should be reversed to say "To our knowledge, the following environmental concerns......". Better still to say "The following environmental concerns are not apparent in the right-of-way ....".

20. Page 106. The reference to wetland mitigation is misplaced under "Visual Impacts". It belongs on page 123 and should be expanded and more specific as pointed out in item #18 above.

21. Pages 135-147 and pages 148-153. The relocation and right-of-way impact section is, overall, an acceptable discussion of salient points that are "required" in Technical Advisory T6640.8A. However, on page 144, the cost estimates should be rounded off (e.g., $8 million vs. $7,958,200) to prevent misunderstanding, or even prevent future commitment to spend this much. Furthermore, the report implies or assumes that the residences are all owner-occupied. A positive statement should be added to that effect. Otherwise, there should be an estimate included of any tenant-occupied housing. If there is indeed tenant-occupied housing, then rental replacement housing would have to be discussed to an appropriate extent.

22. Page 156. Once again, the mitigation measures should include more attention to the points enumerated in the National Park Service letter, referenced in item #1 above.

23. Pages 66, 125, 190 and I,2-6. The USDA Forms 1006 do not appear to be complete. It appears that some points in Part VII are usually added to the points (78, in this case) in Part VI. The total of 78 points seems quite low.

24. Pages 166-167. The number of "no responses" is unusual for a project of this magnitude. For example, it is difficult to imagine U.S. Fish and Wildlife not responding. Some sort of follow-up would seem appropriate to those agencies not responding.

25. Pages 191-192. This is a duplication of pages 189-190. Page 190 should reference page I-2 or page I-2 should be moved to a position immediately following page 190.

26. Pages D-2 to E-25. These pages may not be necessary in the DEIS and could, instead, be referenced.

27. Page 1. The prefix for Mr. Threlkeld's phone number is 226, rather than 269.

We appreciate opportunity to participate in this concurrent review. Please respond with appropriate revisions at your earliest possible convenience so that the project can be advanced.

Sincerely yours,

Arthur A. Fendrick
Division Administrator

By J. E. Threlkeld
District Engineer

Exhibit 10a

Potential roadway construction impacts to the karst region include impacts to state and federally protected species, groundwater quality, unique geological features, and aesthetic impacts to the rustic character of the region. Specific impacts to the karst region are addressed in more detail in Appendix D to this report and in the separate technical memo.

Protected Species and Nature Preserves

The Indiana Division of Nature Preserves (DNP), Department of Natural Resources, maintains a computerized data base of locations of threatened and endangered plant and animal species and high quality occurrences of natural areas. The DNP also manages the State Nature Preserve System. The DNP reviewed each of the proposed highway corridors and indicated over thirty occurrences of listed species, nature preserves, and over 43 natural areas under study or nomination for protection located within 1-5 miles of the proposed highway corridors. State law protects nature preserves and endangered and threatened animal species. Federal law also protects listed plant and animal species; however, no federally listed plants occur along any of the proposed alignments.

The majority of protected species occurrences are located in wetland habitat along Alternatives A and B, and karst and forest habitats along Alternatives AB and C (Figure 12.1). Most of these occurrences are also located in areas previously undisturbed by development.

Summary

Specific areas of environmental sensitivity within each alternative are shown in Figure 12.1 and summarized in Table 12.2. These environmentally sensitive areas were highlighted due to the presence of more than one potential environmental impact. Specific impacts to these areas are discussed in the memo Sensitive Environmental Areas accompanying this report. This memo also discusses areas where the proposed highway design would avoid potential impacts.

Of all the proposed highway alternatives, the most environmentally sensitive areas occur on alignment through new location along Corridors AB and C (Figure 12.1). The combined presence of forest, unique geological features, and threatened and endangered species heighten the sensitivity of these areas to multiple impacts caused by highway construction and development.

Environmentally sensitive areas along Corridors A and B tend to occur as smaller, more widely scattered units due to the greater use of existing highway in the project concept. Most of the environmentally sensitive areas occur along urban bypasses on new terrain or at river crossings where bridge construction and highway improvements would require evaluation of wetland impacts.

Exhibit 10b

CHAPTER 12
ENVIRONMENTAL ISSUES

Introduction

This chapter reviews some of the natural resource and cultural resource issues associated with potential highway construction and development in Southwest Indiana. These issues would require evaluation during the Route Location and Environmental Impact Statement (EIS) phase, if plans for highway construction proceed. A list of these issues and the state and federal laws regulating potential impacts to these resources is shown in Table 12.1.

Other impacts will need to be addressed in the EIS such as social, noise, air quality, etc., but these are not discussed in this chapter. Although all of these issues are important ones that must be addressed, the natural resource issues were judged to be the ones that would most significantly affect location decisions and project costs for this area of Indiana. Based on our experience on other environmentally sensitive projects, environmental mitigation costs for natural and cultural resources could be significant for this project. In addition, considerable input from environmental groups and concerned citizens has indicated that certain segments of each of these corridors could become highly controversial and possibly involve litigation.

In addition to this chapter, a more comprehensive discussion of specific environmental issues within each alternative is included in Appendix D under the title Sensitive Environmental Areas. A separate memo, Supplemental Natural Resource Memorandum, is on file with Indiana DOT which contains additional detailed natural resource information, including maps showing locations of sensitive features and agency comments. Figure 12.1 highlights particularly environmentally sensitive areas within each alternative. Figure 2.1 in Chapter 2 shows many of the features referred to in this section.

Information for this chapter was gathered from various state and federal agencies which reviewed the proposed highway plans and provided comments on maps and in written form. These are included in the aforementioned memo on file with Indiana DOT. In addition to these governmental agencies, various other environmental organizations and private citizens provided useful information in compiling this chapter and are also listed in this memo as important sources of public input and additional scientific knowledge on issues associated with highway planning in Southwest Indiana.

Because route location details were not developed in this study, rather broad corridors along Alternatives A, B and C were examined for potential environmental impacts (refer to Figures 4.2a, 4.2b and 4.2c in Chapter 4 for corridor locations). Therefore, the issues described here should be viewed as representational of issues that might result when more specific alignments are established in the route location phase.

Exhibit 11

Congress hears both sides of Evansville road case

By Tim Jackson
H-T Staff Writer

A spokesman for a citizens' group opposed to a proposed interstate highway between Bloomington and Evansville took on a congressman and a mayor during a U.S. House subcommittee hearing on Capitol Hill Tuesday.

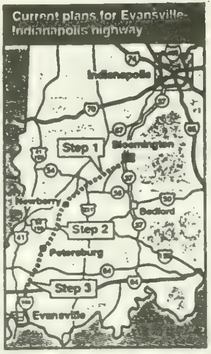
The three took turns addressing the House Appropriations Subcommittee on Transportation, which will decide whether to approve a requested $8 million in federal money for design work on the project.

Speaking in favor were 8th District U.S. Rep. Frank McCloskey, a Democrat from Smithville, and Evansville Mayor Frank McDonald II.

"I'm optimistic this project will get approval," said McCloskey after the hearing. "In the scope of federal spending, it's a very reasonable amount we're asking for.

"It's a case of economic development and jobs. The entire southwest quadrant of the state is now without a good road between Indianapolis, our capitol and Evansville, our third largest city. We need this road."

Current plans for Evansville-Indianapolis highway



Staff map by Brian Rice

McCloskey told lawmakers a study commissioned by the Evansville Chamber of Commerce estimates that a safe, fast, direct route between the two cities would stimulate existing business, adding about 750 new jobs. He said the study also projects that new businesses along the route would create as many as 4,210 new jobs.

The study McCloskey referred to estimates that decreases in travel time, savings in vehicle operating costs and accident losses would amount to savings of $1.08 billion between the years 2000 and 2020.

McCloskey also told the subcommittee the highway would improve interstate commerce, access to the Crane Naval Weapons Support Center in Martin County, and trade between the U.S., Canada and Mexico. He pointed out that Indiana Gov. Evan Bayh has already committed $240 million in state dollars for the project and is now doing a $2.3 million engineering study along the corridor to pick the best route.

Voicing opposition to the funding was rural Bloomfield resident Phillip Foster, who represented Citizens for Appropriate Rural Roads. The group consists of

see Road, page C2

Congress hears both sides of Evansville road case

Road, from page C1

about two dozen mostly rural residents who either stand to lose portions of their property to the new highway's right-of-way, or whose normal east-west travel routes will be bisected and lengthened by a new limited access four-lane.

Foster told the committee the highway would save only 13 miles between Indianapolis and Evansville, compared to the existing four-lane route which loops west to Terre Haute, based on a federally funded study released last year.

But Indiana Department of Transportation hearings officer Don Shields has said state estimates based a four preferred alternate routes show a distance savings of between 20 and 38 miles, with the fastest saving about 15 minutes in travel time between the two cities.

Foster told the subcommittee state tax dollars would be wasted on the project — dollars that could be spent to repair existing rural roads and for education.

"There is only so much money to go around," said Foster after the hearing. "Is this the best use of Indiana money?"

Foster also told the committee the environment would suffer if the road is built. He said 4,000 acres of wetlands are along the proposed corridor between Newberry and Interstate 64, and that many could dry up or become polluted by the project. He also said valuable forest and farmland would suffer in a part of the country where these types of habitat are already dwindling.

McCloskey acknowledged there are environmental costs to the project, but that they can be minimized and are worth the sacrifice to improve the region's economy.

Foster said he doubts his group will win, but it will keep up the fight.

"We're not going to quit, but I expect that it will be funded," Foster said "We were given no indication up here today that it won't be. We will continue to attempt to expand our support base. Hopefully, it's out there."

Bloomington
Herald-Times

1 May, 1991

TABLE 12

Exhibit 12

COST ESTIMATE

SUMMARY

FREEWAY OPTIONS

ALTERNATE	COST
C	$ 386,092,000
D	414,789,000

EXPRESSWAY OPTIONS

ALTERNATE	COST
C	$ 401,517,000
D	498,778,000

BERNARDIN LOCHMUELLER & ASSOC., INC.

SOUTHWEST INDIANA HIGHWAY CORRIDOR
SECTION I (BLOOMINGTON TO NEWBERRY)

Exhibit
13a

and if distrubed could impact wells, ponds, lakes and streams by acid and toxic runoff. Such potential impacts to water quality would require evaluation in the EIS prior to highway construction.

Coal maps provided by the U.S.G.S. are included in the materials accompanying this final report for use in the detailed highway design through these areas. The wetlands inventory maps (mentioned in the Wetlands section of this chapter) are also useful in identifying coal ponds.

Limestone is another important mineral resource in this area. Salem limestone is quarried from areas in the AB and C Corridors. It is possible that new roadway construction in these corridors could impact this resource.

Unique Geological Features

The term karst topography refers to landscape features which form as a result of the subsurface diversion and solution of surface water to underground routes where they erode and dissolve the bedrock into unique geological features such as caves, sinkholes, underground springs, rising and disappearing rivers.

Karst topography occurs along approximately 2,000 square miles of Mississippian limestone outcrop in Southwest Indiana (Figure 1.2) and is considered to be of global significance by geologists as a classic example of well developed karst features. Several environmental groups have worked to protect this region over the years including the Indiana Karst Conservancy, the Lost River Conservation Task Force, the Nature Conservancy, the Hoosier Environmental Council as well as state and federal agencies.

Significant stretches of each of the alternatives occur on karst topography on new alignment. National landmarks, nature preserves, numerous caves and other karst features, and unique habitat for rare species occur particularily within the corridor of Alternatives AB and C.

The biology of the karst region is also unusual, as the subterranean environment provides habitat for a variety of specialized species such as albino fish and crustaceans. Many of these are state and/or federally listed threatened or endangered species, such as the northern cavefish (Amblyopsis spelaea). In addition, caves provide reproductive and wintering habitat for three protected species of bats including the state and federally endangered Indiana bat (Myotis sodalis).

Of particular interest within Corridor C is the Lost River watershed which has been proposed as a National Monument by the Lost River Conservation Task Force of the National Speleological Society and currently is under study by the National Forest Service for nomination into the National Wild and Scenic Rivers program. This region occupies approximately 355 square miles in sections of Dubois, Lawrence, Orange, Martin, and Washington Counties. The Lost River flows as a conventional river for nearly three-fourths of its 78-mile course, then disappears underground leaving a dry river bed from which flood waters often resurge unpredictably.

Donohue &Assoc., 1990

CAVERNS AND SINKS

Limestone caverns show what ground water can do in its age-long task of dissolving rock underground. Take Mammoth Cave, in Kentucky, as an example.

Some 225 to 275 million years ago, an arm of the Gulf of Mexico gradually reached up through what is now the central United States. For perhaps 30 million years it stayed there. Then the land was uplifted and the sea retreated, leaving a deposit of limestone covering thousands of square miles. This rock, reaching a maximum thickness of 1,200 feet in Kentucky, had formed from minerals in the sea water and from the limy remains of untold trillions of tiny sea plants and animals.

As the sea withdrew, rains filled the limestone strata with fresh water. Through cracks and crannies in the rock water kept flowing. Oxygen and carbon dioxide, picked up by the water from air and from plants, helped the water to dissolve the mineral calcium carbonate out of the limestone. (Limestone is mainly calcium carbonate.) Slowly the water made larger and larger channels, and some of these eventually became large caverns. Roofs of the deeper cavities collapsed, because of the weight of the overlying rock, but numerous caverns near the surface remained intact.

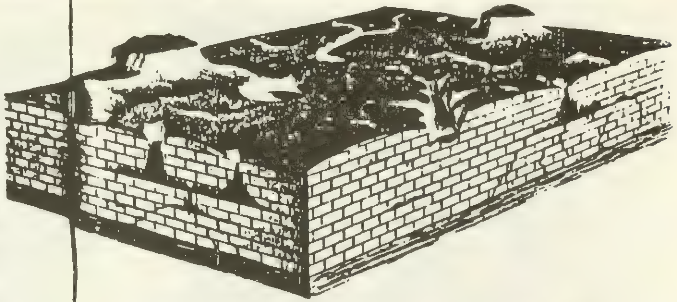
Mammoth Cave is one of the largest networks of caverns so far discovered. Today, because the water table has fallen, we can explore the upper cavities. Those farther down are still under water.

In caverns above the water table we find stalactites and stalagmites. In a process that takes thousands of years for the big ones, these odd structures are built by water oozing from cave ceilings and dropping to the floor.

As water emerges from a ceiling, some of the carbon dioxide in it escapes. Since it is this gas that has enabled the water to keep calcium carbonate in solution, the water on emerging deposits a little of the mineral. Continuing deposition at an opening may form a stalactite.

Ordinarily a stalactite starts as a ring around an opening and grows as a tube. Eventually the tube becomes blocked, but growth of the stalactite may continue as water trickles down over the outside. Most very large stalactites—those many feet long—probably take tens or hundreds of thousands of years to build.

Geology--Our Changing Earth Through The Ages
Jerome Wycholf. 1967



Limestone country—Where the bedrock is of limestone and stands high above surrounding land, water drains down rapidly through the rock, dissolving it to form sinkholes, caverns, and other features.

Stalagmites are formed by water that falls to the cave floor. Here calcium carbonate builds upward in piles that suggest "reverse" stalactites. Where a stalactite and a stalagmite meet, a column or pillar is formed.

Ground water has been dissolving away the thick limestone of Kentucky and southern Indiana at the rate of a foot of elevation each 2,000 years. Beneath the land surface are millions of miles of channels, large and small, and the countryside is dotted with "sinks." These are hollows formed where roofs of caves have collapsed or where surface streams plunge down into underground channels. The large, permanent streams that go underground are called lost rivers.

The modern sport of "spelunking," or exploring limestone caverns, has become highly popular. Systems of water-made tunnels, some of them miles long, are a challenge to the ingenious and the daring. Water-filled channels are sometimes explored by swimmers with artificial breathing devices. Spelunking demands special equipment and great skill, and is safe only in groups with experienced leaders.

Exhibit 13 b

Exhibit 14

Evansville Courier

New highway has limestone industry edgy

By BRUCE GRAY
Courier staff writer

6/16/91

Executives from Indiana's limestone industry will make the trip south to Washington, Ind., this afternoon to keep an eye on the latest negotiations for the Evansville to Indianapolis highway.

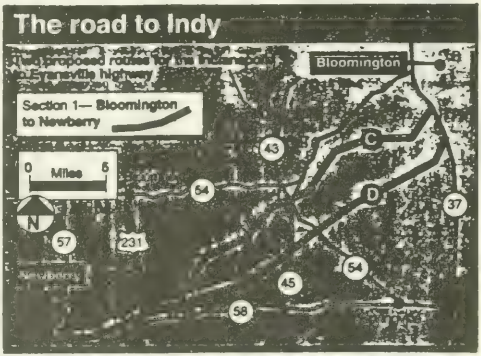
The Indiana Department of Transportation will hold a public hearing about the proposed highway today from 4 to 8 p.m. at Washington High School.

Limestone representatives will be on hand expressing their concerns about the highway routes they say could decimate their businesses and a natural resource unique to south central Indiana.

"These last two routes go right through our reserves and if they don't deviate some it's going to take billions of dollars worth of limestone," said Judy Elliott, secretary-treasurer of Elliott Stone Co. in Bedford, Ind.

One of the routes, "C," crosses more than 200 undeveloped acres of Elliott land on which the

See HIGHWAY on Page A3



The road to Indy

Two proposed routes to the Indianapolis to Evansville highway
Section 1— Bloomington to Newberry
Bloomington
0 Miles 6
N
43
64
C
D
37
57
231
54
45
58
Newberry

Courier graphic by LARRY FINK

HIGHWAY

Continued from Page A1

company planned to open quarries, said Mrs. Elliott.

An Evansville company made the initial route proposals for the Bloomington to Newberry segment. Its president said he believes Route C presents the least damage to limestone reserves.

"We have taken into account the reserves and in fact one of the routes has pretty minimal impact — Route C," said Keith Lochmueller, president of Bernardin, Lochmueller and Associates.

Lochmueller said surveyors have been walking the route and he believes any concerns can be mitigated before moving into construction.

"Right now they're (limestone industry) wanting to express their concerns and once they evaluate the final route they'll see it's not that much of a problem," he said.

Donald Carver, branch head for mineral resources and data management at the Indiana Geological Survey in Bloomington, said both proposed routes (C and D) cross high quality limestone deposits.

Limestone has to be quarry mined in huge solid chunks weighing up to 20 tons, which then are slowly cut with diamond-tipped saws into building blocks. The stone is unique to south central Indiana and is sought as an extremely durable building material.

"This is the only place in the world where this particular limestone can be found and those people who say this (highway) will not hurt the industry really don't know what they're talking about," said Patsy Fell, president of B.G. Hoadley Quarries in Bloomington.

An Indiana Department of Transportation spokesman cautioned that the planing process is still in its early stages. Now that the department knows about the limestone reserves, that problem can be dealt with.

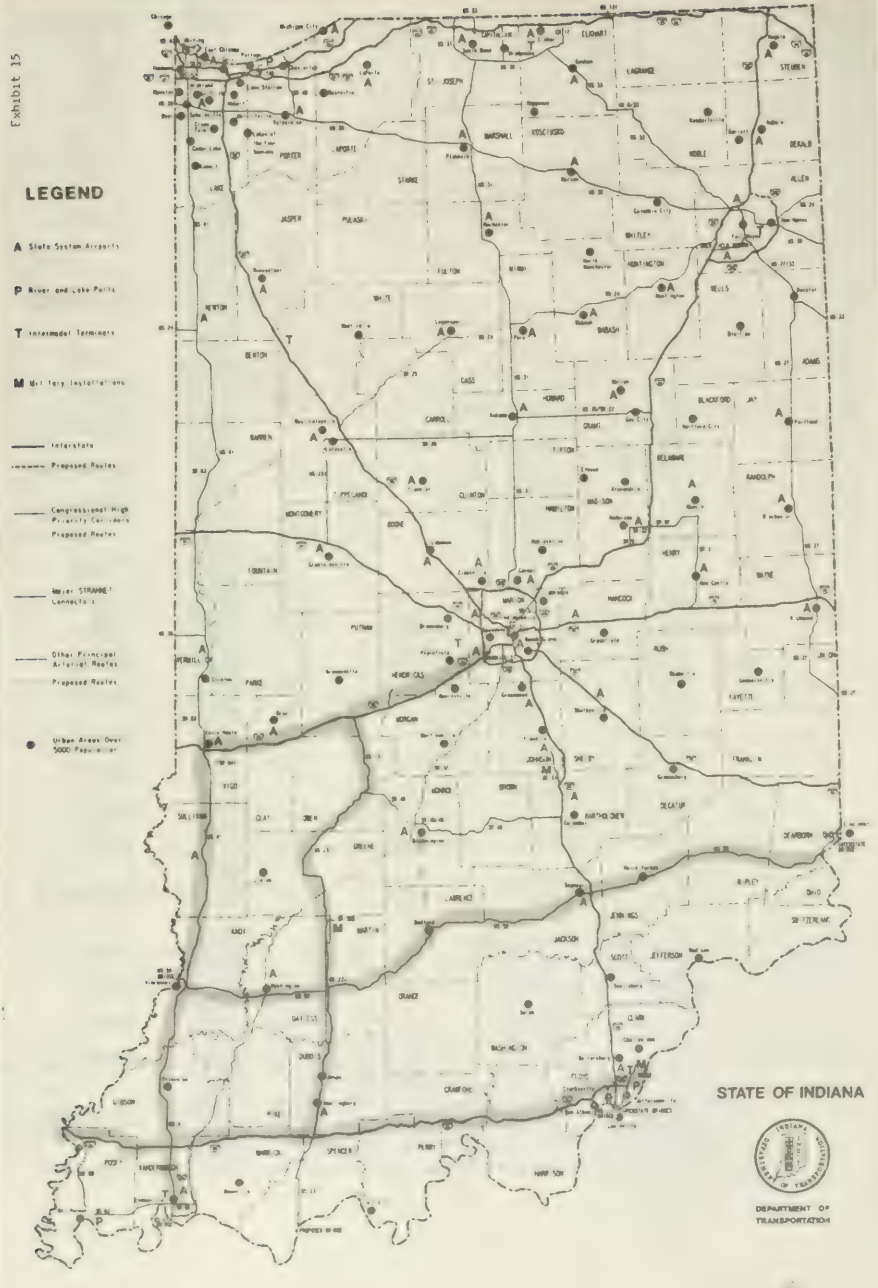
"Hopefully we will be able to come up with a compromise," said Don Shields, a state transportation department spokesman. "We originally knew there would be a problem with the limestone but we didn't know the extent of the problem."

Shields said the state would compensate affected companies.

Mrs. Fell agreed with Mrs. Elliott that compensation could run into the billions of dollars if they brought in customers from around the world to testify about its worth.

"A broke state like Indiana could not afford to pay for the loss," said Mrs. Fell.

Exhibit 15



INDIANA PROPOSED NATIONAL HIGHWAY SYSTEM

APRIL 1993

exhibit 16

TABLE 2.3

PRELIMINARY CONSTRUCTION RIGHT-OF-WAY AND ENGINEERING DESIGN COST ESTIMATES (COST IN MILLIONS)

Alternative	Highway Classification Super 2	4-Lane Modified	4-Lane Freeway
	Evansville Corridor		
A1	0	0	$219
A2	$201	$393	$645
A3	$173	$476	$689
A4	$257	$536	$761
A5	$219	$577	$767
A6	$215	$577	$822
	Jasper Corridor		
B1	$355	$675	---
B2	$313	$666**	---
B3	$268	$616**	---
	Tell City Corridor		
C1	$121	$235	---
C2	$160	$256	---

* Includes grade separations and interchanges at major intersecting highways.

** B2 and B3 costs were also analyzed by segment to determine their differential cost if the A5 alternative was constructed through this area. In this case, B2 costs would be $334 million and B3 costs would be $455 million.

Submitter's Note: The single * refers to A-1, US-41. We added approximately $80 million to estimate current cost.estimates
A-5 is the currently proposed route. Current estimates now place the cost at around $1 billion. This route would only save 8 minutes over the I-70 and US-41 route (Exhibit 17).
A through explanation of the routes can be found in the complete text (ref. 1).

The Evansville Press

© Tuesday, January 19, 1999

Memo: Indy link only 8 minutes faster

Officials not likely to refer to estimate

By Terry Wells
Staff reporter

An internal memorandum released by the Federal Highway Administration shows that only 8 minutes of travel time would be saved between Indianapolis and Evansville with construction of Interstate 69.

The handwritten note, part of a 2-inch package released to a Bloomington, Ind.-based opponent of the $1 billion project, said the 8-minute travel margin probably would not be included in an environmental study for "political reasons."

The memo, written April 11, 1991, by FHWA environmental engineer Larry Heil, said driving from Indianapolis on Interstate 70 west to U.S. 41 and south to Evansville — the quickest existing route — would take only 8 minutes longer than a trip along the proposed I-69 alignment.

Heil added in the memo that, "given the political nature of this project, no discussion is expected in the document," a reference to the environmental impact statement that was being prepared for the Indiana Department of Transportation at the time.

In recent years, officials have said the extension of I-69 south through Bloomington, Washington and Petersburg to Evansville could save 15 to 30 minutes in travel time while providing an impetus for new industry to locate in the area.

The 30-minute estimate remains valid, federal officials said, only if one travels to Indianapolis through Bloomington — not by going north on U.S. 41 and east on Interstate 70.

Heil wrote that the information about the I-70/U.S. 41 time difference should be included in the "no-build alternative" section of the environmental document. National Environmental Protection Act requires agencies to address what would happen if no project were built.

The federal highway officials said today that the time estimate provides an 8-minute difference based on the likelihood that a bypass will be built at Terre Haute, Ind., to shunt traffic between U.S. 41 and I-70.

Tom Tokarski, the Bloomington activist, said the memo is evidence that federal officials were skeptical of the need for the project and that they expected INDOT to suppress the 8-minute estimate.

"You have people here clearly withholding information because it isn't favorable to the project," Tokarski said.

Phil Schermerhorn, an INDOT spokesman, said this morning he has not had an opportunity to view the released documents. But he said he said the debate over I-69 has gone on for years, both within and outside government.

Schermerhorn said he doubted

• See "Indy," Page 8

Exhibit 17

Exhibit 17

Indy •

Continued from Page 1

the accuracy of the 8-minute time difference, however, noting that drivers who use U.S. 41 have to contend with traffic lights and a 55 mph speed limit.

Tokarski said he received the document from INDOT after sending three separate rounds of requests to state officials under the Indiana Public Records Act and to federal officials under the federal Freedom of Information Act.

The information would likely be used if Tokarski's activist group, Citizens for Appropriate Rural Roads, ever goes to court to fight the project, he said.

Robert L. Burch, assistant division administrator for the Federal Highway Administration's Indiana office, said the "political" reference concerned the nature of the project itself.

The environmental study does not compare the proposed alignment to the existing I-70/U.S. 41 route because Congress authorized funds to study a highway route through Bloomington, he said.

"The congressional mandate for the study said the highway has to go from Indianapolis to Bloomington to Evansville," he said.

It is significant to note that the I-70/U.S. 41 route is dependent on the construction of a bypass around Terre Haute that could significantly reduce travel time.

The documents released also included a letter from FHWA district engineer James Threlkeld that discounts a notion that has gathered strong political momentum recently — that of making the Evansville-to-Indianapolis highway part of a mid-continental artery linking Detroit with Houston.

In late 1992, a coalition of business and political leaders from the eight states affected by the proposed highway gathered in Nashville, Tenn., and formed the Mid-Continent Highway Coalition. The group is now contacting members of Congress in hopes of spurring new funds for the project.

But on April 14 — some six months before the formation of the Mid-Continent group — Threlkeld's assessment of making I-69 a link from Detroit to Memphis was less optimistic.

"This is a somewhat specious argument because, as a casual glance at the map the federal aid highway system will show, there is already a relatively direct interstate system between these two cities," Threlkeld wrote.

Tokarski said the memo contradicts the notion that the highway is needed to provide efficient transportation in the nation's financially ailing midsection.

The documents released also shed light on confusion involving the consulting firm picked last year to do a full environmental impact statement for the Evansville-to-Indianapolis stretch.

Originally, the Evansville firm of Bernardin-Lochmueller & Associates was hired to do a full EIS on the Bloomington to Newberry section under a $1.2 million contract. Two other firms were picked to write less rigorous environmental overviews.

Then, after strong criticism about breaking up the project into segments, INDOT announced in May that it would hire a new consultant to study the entire route. The state agency decided to stick with Bernardin-Lochmueller, and told that to the federal officials in a July 10 letter.

A month later, the federal agency wrote back to say the contract should be put out to bid. In October, then-INDOT Commissioner John Dillon said the agency was considering several other consultants.

Recently, INDOT announced that Bernardin-Lochmueller will do the work after all, but no dollar figure has yet been set.

Exhibit 18 a

4 Monday, Oct. 28, 1991 **Indiana Daily Student**

CITY/STATE

IDOT disallows debate at highway meeting

By Alison Forbes
Indiana Daily Student

Monroe and Greene county residents were virtually silenced Thursday evening at the Indiana Department of Transportation public information meeting on the proposed Indianapolis-Evansville highway.

IDOT made three group presentations at Grandview Elementary School, 3455 W. Ind. 45, updating residents on developmental studies for the highway's Bloomington-Newberry segment.

"We will not argue any points or debate any issues tonight," said Steve Catron, IDOT hearing officer.

That did not sit well with residents at the meeting.

"This is outrageous," said Mary Reinhold, a Monroe County resident. "They're not allowing us to ask questions in front of each other, about our own land.

"I moved to the most inaccessible area I could find just to get peace and quiet. I have an intentionally isolated lifestyle."

Sheriff's deputies also were on hand to control the approximately 45 officials and residents at each presentation.

IDOT has held similar meetings with the same format in other towns along the proposed highway route.

Information regarding costs, environmental impact, highway construction and route alternatives were presented as part of an IDOT slide show.

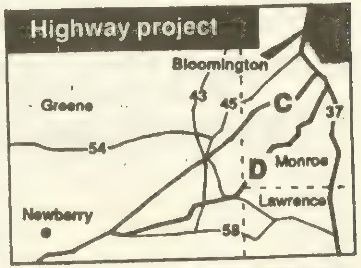
Forms and tape records were available in the gymnasium for the public to leave its comments. Residents could also talk to engineers and view the two highway routes still under consideration.

The C and D routes and a "no build" option are the only two being looked at based on past studies, said David Isley, part-owner of Evansville-based engineering company Berheardin, Lochmueller & Associates.

The Evansville firm is in charge of planning the Bloomigton-Newberry section of the highway.

Isley said more than 4,000 environmental concerns were considered in the highway study for the Bloomington-Newberry section.

Potential effects on limestone quarries and reserves, natural preserves and forest, and endangered animals and plants were included in the study.


Highway project

Crispin Prebys/Daily Student

To construct a 32-mile, four-lane freeway with three interchanges between Bloomington and Newberry, costs would range between $386 and $415 million, said Tom Cervone of the Evansville planning firm.

A transportation bill approved by the U.S. House of Representatives last week includes $32.5 million to begin construction on the highway.

Residents should not feel intimated by the IDOT tactics and should continue to express their opinions, said Tom Tokarski, director of the Citizens for Appropriate Rural Roads. Tokarski held his own question and answer session after the IDOT meeting.

Exhibit 185

Plans for proposed highway draw fire at public hearing

By Steven Higgs
H T Staff Writer

The Bloomington to Newberry leg of a new southwestern Indiana highway will cost about $386 million to $415 million to build, an engineer told a standing room only crowd at Grandview Elementary School Thursday evening

Those amounts would build a 32 mile four lane freeway with three interchanges, said Tom Cervone, from the Evansville based engineering company Bernhardin, Lochmueller & Associates

Indiana Department of Highways spokesman Don Shields said that road eventually could become part of a planned extension of Interstate 69 from Indianapolis to Mexico

But state highway officials wouldn't answer questions from the crowd about the cost or any other aspect of the project, which led to frustration and occasional outbursts from those attending. Instead, they urged those in attendance to write down their comments

"Nothing here is drawn in concrete," said Indiana Department of Highways hearing officer Steve Catron "We're not here to argue or debate with you We're here to update you "

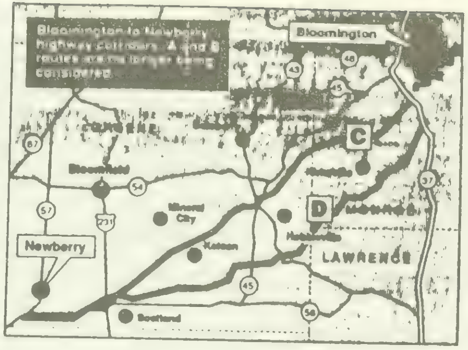
In response, one woman shouted, "You want to take our land, but you won't answer our questions "

Calling that process very undemocratic," Tom Tokarski from Citizens for Appropriate Rural Roads held his own question and answer session after Catron and the engineers completed the first of three presentations

Tokarski and most of the crowd took exception to statements made by highway officials and the engineers about the impacts the road would have on the environment and nearby towns along the route

David Isley, part owner in the en

see Highway, page A9



H T staff map

25 Oct 91

Plans for proposed highway draw fire at public hearing

Highway, from page A1

gineering firm, said the highway would be constructed in three phases from Bloomington to Ind 57 at Newberry, from Newberry to Petersburg, and from Petersburg to Evansville

He said two of the four originally proposed routes for the Bloomington to Newberry leg were eliminated because of economic and environmental problems Along with the two remaining routes, a third alternative that of not building a road, is also being evaluated, he said

But Isley said not building a road would be costly He cited studies that say the road would bring as many as 1,600 new jobs to the area and millions in economic benefits

And he said improved safety on the roads could perhaps save as many as 350 lives over a 50-year period, a statement that drew laughter from some

Cervone said crews this summer walked every inch of the two proposed routes to Newberry, both of which would traverse parts of southwestern Monroe County, and evaluated them for geological, ecological, archaeological and historical impacts, as well as for issues of public concern such as proximity to schools.

They believe the two preferred alternative routes offer the best balance between environmental effects and engineering standards, Cervone said

But Tokarski and others said the engineers and the officials either overlooked or misrepresented the proposed road's impact

Monroe County resident Marti Crouch argued that conducting environmental studies on the highway one phase at a time is inadequate The impact of the entire road, not just the 32 miles from Bloomington to Newberry, should be considered before any decisions are made, she said

Gary Hafner, a member of the Monroe County Plan Commission, said the only people who would benefit from the road are those at its two ends, Indianapolis and Evansville.

Tokarski agreed

"The only people in favor of this are those who stand to gain money from it," he said

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